

# AMERICAN RAILROAD JOURNAL

AND

## IRON MANUFACTURERS' AND MINING GAZETTE.

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### PRINCIPAL CONTENTS.

Northern Pacific Railroad .....	385
Eastern (Mass.) Railroad .....	386
The Coal Trade .....	387
Suits against the Pacific Railroads .....	337
Northern Central Railway .....	387
Railroad and Canal Dividend Statement .....	290
Railroad Earnings .....	391
Federal and State Securities .....	392
Railroad Bond List .....	393
Railroad Share List .....	402
Financial and Commercial Affairs .....	409
West Wisconsin Railway .....	412
Decision on the Quadruplex Telegraph Case ..	416

### American Railroad Journal.

New York, Saturday, March 27, 1875.

#### Northern Pacific Railroad.

A numerously attended meeting of the bondholders of the Northern Pacific Railroad Company was held in this city on the 18th inst. The meeting was addressed by Gen. G. W. Cass, President of the company. He said that the Northern Pacific Railroad Company had earned the following lands: From the Northern Pacific Junction to Moorhead, 228½ miles, at 20 sections, or 12,800 acres to the mile, making 2,928,000 acres, less one-half, the title of which is withheld until Lake Superior is reached, leaving 1,464,000 acres; from Moorhead to Bismarck, in Dakota, 198 miles, at 40 sections, or 25,600 acres to the mile, making 5,068,000 acres, and the Pacific Division, from Kalama to Tacoma, 105 miles, at 40 sections, or 25,600 acres to the mile, making 2,688,000 acres—showing as a total that the company is entitled to patents for 9,220,000 acres of land, while the total number of acres of granted lands accruing to the 531½ miles of road was 10,684,000. To satisfy the company's grant in Minnesota there are within the 20 mile limit odd number sections not otherwise appropriated or claimed amounting to 869,000 acres. Within the indemnity limits of 20 miles further there are 875,000 acres available. The total area in Minnesota available now for the grant are 1,744,700 acres, being an excess of

280,700 acres over the company's present requirements in that State. The award of the St. Vincent contested lands to the company would add about 799,000 acres to the available area in Minnesota, still lacking some 384,400 acres of satisfying the company's total grant in Minnesota. In Dakota, there will be, he said, no deficiency. The Government has patented to the company 685,960.73 acres, wholly in Minnesota. Patents for the remainder of the earned lands are delayed by two causes: first, the Government surveys are not completed; second, an act of Congress requires the company to pay the cost of surveys before the patents are issued. The company denies the legality of this requirement, and has no funds with which to meet it, if valid. About one-third of the company's land in Dakota is now surveyed. The cost of procuring the certified lists of lands from the local United States land offices, preparatory to applying for patents, is 1½ cents per acre. An approximate estimate of the cost of Government surveys is: 10 cents per acre for timber lands, and 8 cents per acre for prairie land. The total cost of surveying the company's earned grant will be probably about \$700,000. The total sales of land to March 1, 1875, are as follows: In Minnesota and Dakota, 310,389.79 acres at \$5 37 per acre, making \$1,669,815 47; in Washington Territory, 35,148.09 acres at \$8 56 per acre, making \$300,887 56, the aggregated total being \$45,537.88 acres at the average price of \$5 70 per acre, realizing \$1,970,703 03. The total receipts from land sales to the present date have been \$1,858,638, consisting mainly of the following items: In first mortgage bonds, which have been received and cancelled, \$1,261,570; in land warrant interest bonds, since cancelled, \$116,194 11; in accrued interest on bonds, \$51,803 61; in premiums allowed on bonds, \$134,708; in bills receivable, settler's contracts on credit sales, part of which will be forfeited to the company and most of the remainder settled with the bonds, \$112,065 03. Of the sales in Minnesota and Dakota, 41,673 acres were of timber land, and the remainder, or 268,716 acres, of agricultural land. Of the farm lands sold, one-half have been purchased by actual settlers and others especially for cultivation.

There have been issued of first mortgage 7 3 10 gold bonds, \$31,696,270, of which had been surrendered by the Land Department for lands sold \$1,254,970, leaving a balance outstanding of \$30,441,300. Of the 7 3 10 bonds issued as collateral for floating debt, mostly in 1875, there have been pledged \$1,780,300, at the rate of 25 to 40 cents on the dollar. The interest on land warrants, bonds, and scrip given in funding of coupons amounts to \$848,185 55, less \$115,552 78, the amount surrendered in payment for land sales, leaving a balance outstanding of \$732,632 77. The floating debt is \$634,758 38, but of this amount \$150,000 is arranged for settlement in a few days, and of the remainder \$250,000 is due to the directors for money advanced to finish the Pacific section after the failure of Jay Cooke & Co. in 1873. This leaves only \$284,758 38 due outside of the company as a floating debt, which he thought was a better showing than any other railroad company could make. The earnings of the road have been as follows: On the Minnesota and Dakota division, \$544,426 78; less expenses, \$460,006 23—leaving the net earnings \$84,420 55. On the Pacific division the earnings have been \$102,394 79; less expenses, \$62,759 19—leaving the net earnings, \$39,635 60; making the total net earnings for the two divisions, \$124,056 15. The capital stock issued to March 10, 1875, in shares of 100 each, have been 254,976 shares, making the gross amount of \$25,497,600.

The following resolution was adopted:

Whereas, the Board of Directors of the Northern Pacific Railroad Company express confidence, confirmed by time and investigation, in the great merits and final success of the Northern Pacific Railroad in the most extended meaning of these words; and

Whereas, The said Board has reported to this meeting that, in their judgment, the earnest and efficient aid and support of the bondholders is essential to the early resumption of the work of construction, and that, with such aid and support as the bondholders can wisely and safely give, it is possible to proceed with the work of construction at an early day; therefore

Resolved, That the chairman of the meeting appoint a committee of seven to confer with the directors of the Northern Pacific Railroad Company in regard to its management, and the present and future interests of the bondholders; and that they report at some future meeting.

**Eastern (Mass.) Railroad.**

The Directors respectfully submit to the Stockholders their annual report for the year ending November 30, 1874.

The tables subjoined contain a statement of the receipts and expenditures of the road and its branches and connecting roads operated by it for the year, and a comparison of the same, with those of the preceding year.

The Directors also annex to their report statements showing certain changes which have been made in the system of keeping the various accounts, of which a summary has been presented in the previous annual reports, with a view to giving a more clear and correct statement of the actual condition of the corporation.

The earnings and expenses for the years ending November 30th, 1873 and 1874, are shown in the following table.

RECEIPTS.		1873.	1874.
Passengers .....	\$1,778,909 52	\$1,757,848 67	
Freight .....	1,027,785 23	1,063,781 88	
Expresses .....	50,118 84	65,401 04	
Mails .....	25,856 85	43,096 58	
Miscellaneous .....	66,063 85	180,306 24	
Total .....	\$2,943,733 79	\$3,059,933 91	
EXPENDITURES.		1873.	1874.
Fuel .....	\$408,076 75	\$371,564 80	
Maintenance of way .....	566,632 80	369,549 85	
Locomotive power .....	355,477 08	285,786 80	
Train expenses .....	466,080 81	402,300 94	
Station expenses .....	370,886 67	366,572 21	
General expenses .....	104,796 60	91,844 99	
Insurance and taxes .....	79,006 43	93,392 58	
Total .....	\$2,350,457 14	\$1,981,011 67	
Balance .....	\$593,276 65	\$1,078,922 24	
Balance of interest account .....		682,047 68	
Surplus for year .....		\$396,874 56	
Balance of profit and loss account .....	\$284,440 47		
Profit and loss account, as per last report .....	150,049 94		
Total .....		\$811,364 97	
From which deduct balance of Revere disaster included in account of 1873, in "suspense account and balances," .....	\$326,599 42		
Losses by fire, 1873 and 1874 .....	77,647 99		
Injuries and damages .....	47,070 38		
Rebuilding engine .....	9,847 80		
Steel and iron rails .....	46,718 03		
Depreciation in value of working stock .....	51,354 44		
		559,037 56	
Balance, surplus income Dec. 1, 1874 .....	\$252,327 41		

Upon the foregoing statement it appears that the gross earnings show an increase over 1873, of \$116,200 12 and the net earnings are increased by \$495,645 50. The operating expenses have been 64 per cent. of the gross earnings. These results are especially gratifying, as business of all kinds during the past year has been much depressed, and the receipts of railroads generally throughout the country has been seriously diminished.

Great efforts have been made during the past year by the directors and officers, to reduce the expenses of operating the road, in all departments, and the results are shown in the increase of net earnings over previous years. This has been done without impairing the safety and efficiency of the road in any respect; on the contrary, the road bed, track, engines and cars, are in better order now than ever before; 1,357 tons of new iron rails, and 24 miles of steel rails have been put in the track, and 12 miles of rails have been repaired and relaid, 81,431 new sleepers have been laid, and a large amount of ballast has been used at

places where needed. 4,927 lineal feet of bridging have been built including a new drawbridge over the Mystic River, and a new iron bridge 606 feet long, over the Saco River, at Biddeford, to replace the wooden bridge destroyed by fire. Seven miles of new side tracks have been added to those already existing. The extension of the Conway Road to the junction of the Portland and Ogdensburg Railroad, has been completed. The Portsmouth and Dover Road was opened for business February 9th 1874.

We now operate 284 miles of road, of which 40 are double track, and 244 are single track. Sixty five miles are laid with steel rails, principally between Boston and Portsmouth.

The equipment of the road has received its full share of attention, and all such repairs and additions as the business of the road required have been made. Both engines and cars are in as good order and in many respects in better order now than at any previous period for several years.

Fifteen miles of new fence have been built during the past year.

The new freight house and freight tracks at Charlestown were brought into use October 1st; the freight house is 1,192 feet long, by 80 feet wide, built of brick, with slated roof; it is divided into sections of about 300 feet each, by brick partitions with iron doors; Hall's sprinkling apparatus has been introduced, thus rendering the whole buildings practically fire proof. Every convenience for the prompt and economical handling of freight has been introduced, and it is believed that no better freight depot is possessed by any railroad in the City of Boston. The outlay for this improvement has been large, but the advantages of the location are so great, that it will be appreciated by the patrons of the road and add largely to the revenue in the future. The land and wharves at East Boston, your directors think, will be needed for business seeking ocean shipment. With the opening of the Portland and Ogdensburg Railroad line, through to Montreal, which will undoubtedly take place during the present year, we expect to receive from that line, by way of North Conway, large amounts of freight which can be better accommodated at East Boston than at any other point.

The contract for a division of the business at competing points with the Boston and Maine Railroad which was announced at the last annual meeting, was, after some delay, executed in April, and went into effect the first day of May. It has worked satisfactorily to both parties, and tended to check the profitless competition which had before existed. It is to be hoped that further stipulations may be made with the Boston and Maine Railroad, so as to include all business for which the Eastern and Boston and Maine compete, and to this the efforts of your directors have been steadily directed, with a fair prospect of success.

The passenger trains have been run with promptness, and no accident to them has occurred involving loss of life or limb, during the year. The other trains have been run with success, and with the exception of two accidents to freight trains, no disaster has occurred.

The contract between this corporation and the Maine Central Railroad Company, presented to the stockholders at their last annual meeting, and ratified by them, having proved unsatisfactory to that corporation was annulled in December last, and on the first day of January, 1875, a new agreement was entered into, abrogating all previously existing contracts with that road, and placing the two corporations, as it is believed, in fair business relations with each other, under which an amicable and mutually profitable connection is confidently expected for the future.

The directors are aware that this report is submitted to a body of stockholders, many of whom may well be disheartened at their failure to receive dividends, and at the great depreciation in the market value of their securities.

They do not propose to go into any extended consideration of the causes which have led to these temporary results,

They think it proper however, to remind the stockholders, that since the Revere disaster the condition of the property in their charge has been widely and radically changed, so that the road has been, in fact, in a transition state from which it is just now emerging.

As indicating somewhat the nature and extent of the change referred to, they would state, that during the period named, the entire superstructure of the road, from Boston to Portland has been substantially rebuilt; that the equipment of the road has been doubled; that the Miller Platform, the Westinghouse Brake, the Electric Telegraph system for managing trains, and other appliances for increased safety and convenience in operating the road have been introduced; that connection with the Portland and Ogdensburg route has been established through the construction of the Great Falls and Conway Railroad; and the road has been in every respect put into condition for doing, as a first class railroad, the largely increased traffic which your directors have endeavored to promote. Especially with this view it has been found necessary to incur large expenditures in providing terminal facilities for freight; and our investment at Charlestown exceeding a million of dollars has successfully and permanently, as we believe, supplied this great need. The stockholders will note that it is only for the last two months embraced in our report that the freight tracks and depot at Charlestown have been in use.

During the two months a net gain of almost one hundred thousand dollars has been made in the operation of the road over the two corresponding months of the previous year, no inconsiderable part of which is to be attributed to the advantage derived from these new facilities for freight; and this gain may serve as an indication of the improvement which the directors confidently expect in the net results of another year and in years to come. A considerably smaller percentage of increase in the net receipts for an entire year than is shown for the period above named, would put the road upon a dividend paying basis.

JOHN WOOLDRIDGE, President.

**CONSTRUCTION ACCOUNT.**

During the year there has been charged to construction for sundry items, including a portion of the purchase of Charlestown land, land on Causeway street Boston, balance of construction account of the Portland, Saco and Portsmouth Railroad, beyond its capital stock, now assumed by this company, cost of the Swampscot Branch, and for items transferred from the property and equipment accounts, the sum of \$9,365,472 75.

which has been distributed to—

Engine houses and turn tables .....	\$84,740 49
Shops, machinery and tools .....	331,009 36
Graduation and masonry .....	216,765 02
Wooden and iron bridges .....	296,751 11
Superstructure, steel and iron rails ..	752,829 69
Station buildings and fixtures .....	150,942 75
Land, land damages and fences .....	1,369,076 55
Engineering and general expenses ..	163,357 78

The present cost of permanent way is \$11,906,000 02.

To the account of equipment or rolling stock, there has been charged for

Locomotive engines .....	\$133,169 91
Passenger cars .....	74,479 03
Freight cars .....	16,472 43

and the amount of \$328,443 49 has been transferred from this, to the construction account, being for shops, machinery and tools, included in the account in the last annual report.

The cost of equipment is now \$2,343,064 27.

**PROPERTY ACCOUNT.**

In the property account, changes have been made by transferring to the proper accounts those items heretofore included in this, and being needed for the use of the road, could not be considered as saleable property. The principal changes are steel and iron rails \$57,780 36. Land in Charlestown, \$510,435 78, coal, wood and iron on hand, for daily use of the road, \$266,436 45.



The cost of the property included in said account is \$2,541,008 33, and consists of land in Charlestown and Lynn, stocks in connecting roads, Pullman Palace Car Co.'s stock, bonds and bills receivable.

In the capital or shares of the road, no change has been made and it remains the same as last year, \$1,997,600 00.

The bonded debt has been increased by the issue of the balance of 600,000 pounds sterling, negotiated by Messrs. Baring Bro's & Co., in London ..... \$2,397,900 00 and by sale of bonds due in 1887 ..... 55,000 00 and decreased by retiring bonds held in Europe ..... 880,000 00 Bonds in the U. S., due Aug. 1, 1874 750,000 00

The amount of bonds is now \$5,738,300 00, of which \$1,854,400 bear interest at the rate of 6 per cent. currency; \$959,000 bear interest at the rate of 7 per cent. currency; \$2,919,900 bear interest at the rate of 6 per cent. sterling.

#### NOTES PAYABLE.

The whole amount of notes outstanding is \$5,696,900 of which the greater portion are coupon notes on ten years, the rate of interest being, \$173,000 @ 6 per cent; 5,523,900 @ 7 per cent.

#### INTEREST ACCOUNT.

Interest is charged with amount paid on bonds and notes ..... \$748,088 28 Rent of Portland, Saco and Portsmouth Railroad ..... 150,000 00 Rent of Portsmouth and Dover Railroad ..... 21,000 00 Rent of Wolfboro Railroad ..... 5,820 00 Rent of Newburyport City Railroad.. 6,000 00

In all ..... \$930,908 28 And credited with amount received on notes and bonds sold ..... \$7,468 72 Charged to P., G. F. and C. R. R. for advances ..... 44,007 65 Charged to Wolfboro Railroad, for advances ..... 22,113 23 Charged to lands in Charlestown ..... 77,895 79 Charged to notes, bonds and bills receivable ..... 53,375 21 Advance on sales of exchange ..... 44,000 00

Balance to income of road ..... \$682,047 68

#### BALANCE SHEET, NOVEMBER, 30, 1874.

Railroad ..... \$11,906,000 02 Equipment ..... 2,343,064 27 \$14,249,064 29 Property ..... \$2,541,008 33 Balances ..... 436,343 21 Cash ..... 12,610 21 2,989,961 75 New work in Charlestown, since closing account, Sept. 20, 1874 ..... \$64,391 54 Wood, coal, iron, etc 266,436 45 380,827 99 \$17,569,854 08 Capital stock ..... \$4,997,600 00 Bonds ..... 5,733,300 00 \$10,730,900 00 Notes payable including coupon notes ..... \$5,096,900 00 Bills payable ..... 515,080 48 6,211,980 48 Balances ..... \$374,646 14 Surplus income ..... 252,327 14 626,973 55 \$17,569,854 08

JOHN B. PARKER, Treasurer,

#### The Coal Trade.

The tonnage of the leading coal carrying companies for the week ending on the 13th inst. is stated by the Philadelphia Ledger at 251,316 tons, and for the year to that date to 3,023,999 tons, against 3,722,967 tons, showing a net decrease of about 700,000 tons. The quantity of coke and coal transported over the Pennsylvania Railroad for the week was 56,160 tons, and for the year 478,220 tons, of which 390,027 was coal and 88,191 coke. This embraces all the coal carried over the road, both anthracite and bituminous, east and west. The Ledger adds:

We last week in our coal article alluded to the fact that those who profit from mining and transporting anthracite coal should take care that the market they are now creating for bituminous coal, by failing to supply the market fully with anthracite, did not continue beyond the immediate present. Those who are now forced to the use of bituminous coal are compelled to alter their bars, and when the alterations are made they may discover such advantages in the convenience of supply or economy in use as will induce them to continue permanently the soft coal. Already the Pennsylvania Railroad Company, with an eye ever open to increased business for its road, has given notice of a special assignment of cars to the bituminous regions and a reduction of twenty five cents per ton for all semi bituminous coal transferred at their Greenwich wharves to sea-going vessels destined to ports east of New York or south of the Capes. This is looking for a market abroad for its soft coal, while here at home we are informed that the Clyde line of steamers, which consume annually some 80,000 tons, are being so altered as to adapt them to the burning of the lower priced and softer coals, and that one of our city ice boats, which has never used anything but anthracite, is undergoing the same kind of alterations for the same purpose. We hear of like changes from hard to soft fuel by manufacturers and other large consumers in various directions, so that it behooves those interested in the anthracite coal trade, miners, operators and carriers, to have a care that they do not aid in building up a rival for at least a part of their trade, and that will be longer in the regaining than it was in the losing.

#### Suits against the Pacific Railroads.

WASHINGTON, March 23. The Attorney General has given instructions to the proper District Attorneys to institute suits against several of the Pacific Railroads for amounts certified by the Secretary of the Treasury to be due the Government for five per centum of their respective net earnings, provided for by the act of July 1, 1862, or by any other act or acts in relation to the respective railroad companies. The following are the railroad companies against which suits will be immediately instituted, with the amounts for which the suits are brought—Central Branch Union Pacific, \$47,197 39; Sioux City and Pacific Railroad, \$21,101 42; Union Pacific Railroad, \$1,040,056 29; Kansas Pacific Railroad, \$308,830 13. The following are the points at which the suits will be brought: Kansas Pacific Railroad in the State of Kansas; Union Pacific Railroad at Boston; Sioux City Railroad in Iowa; Central Branch Railroad in Kansas.

A case involving the validity of the Westinghouse brake patents, as well as the more recent patents of the Gardner and Ranson Air Brake Company, is to be tried at Cleveland, Ohio, in April. One of the leading elements of the Gardner and Ranson brake is the double acting brake cylinder, by means of which the engineer is enabled, by the application of compressed air to

either side of the piston, to release the brake from the wheels instantly, whether the same be only partially applied for the purpose of slackening the train, or applied with full force for the purpose of stopping; and the question to be determined is whether this feature is not an infringement of the Westinghouse patents.

#### Northern Central Railway.

At a general meeting of the stockholders of the Northern Central Railway Company, held in Baltimore on the 25th ult., the following report of the Board of Directors was presented and appended resolutions adopted:

OFFICE NORTHERN CENTRAL RAILWAY CO., }  
BALTIMORE, February 25, 1875. }

To the Stockholders of the Northern Central Railway Company:

Your Directors submit the following report of the operations of the company for the year ending December 31, 1874.

The revenue of your Main Line, with its leased and controlled roads, was as follows:

From passengers.....	\$864,618 64
" freight .....	3,360,217 98
" express .....	84,095 80
" mails .....	53,465 00
" miscellaneous .....	314,103 03

Total.....\$4,676,500 45

And the expenses were:

Conducting transp.....	\$1,074,930 84
Motive power .....	927,745 06
Maintenance of cars...	981,234 56
Maintenance of way...	310,980 55
General expenses .....	88,662 94
	<u>3,888,553 95</u>

Leaving as net earnings.....\$1,292,946 50

In comparison with the year 1873, there was a decrease in gross earnings of \$354,865 14, equal to 7 per cent; and a decrease in the operating expenses of \$387,881 29, equal to 10.3 per cent.

The increase in the net earnings was \$33,016 15, or 2.6 per cent.

In the expenses for the maintenance of way is included the cost of steel rails, purchased at an increased price over that of iron of \$40,000.

The operating expenses were 72.4 per cent of the gross earnings, which, in comparison with 1873, shows a reduction of 2.5 per cent.

In addition to the net earnings, as above stated, of.....\$1,292,946 50

There was received from dividend and interest..... 59,632 00

And from the Pennsylvania Railroad Company, one half of the losses under the leases of the lines north of Williamsport, during the year, amounting to..... 109,880 61

Total.....\$1,462,459 11

—which was applied as follows:

Interest on funded debt.....	\$580,000 00
Interest on income bonds .....	210,000 00
Interest and discounts..	101,850 17
Gold premium .....	25,694 93
State tax on capital st'k	13,601 47
State tax on loans.....	1,974 24
Rental Shamokin Valley & Pottsville Railroad.	52,167 00
Rental Elmira and Williamsport Railroad ..	165,000 00
Rental Elmira, Jefferson and Canandaigua R.R.	25,000 00
	<u>1,175,287 81</u>

\$287,171 80

Out of which was paid dividend No. 80, of 3½ per cent July 31st..... 204,466 50

Balance net income for 1874..... \$82,704 80

The sources from revenue in the various lines of the company for 1874, with comparison for 1873, are shown in the following tables:

	1874.	1873.
Northern Central Railway.....	2,284,695	2,169,217
Green Spring Branch.....	19,784	.....
Shamokin Railroad.....	706,071	760,305
Elmira Railroad.....	469,021	523,286
Chemung Railroad.....	978,628	1,153,207
Canandaigua Railroad.....	752,442	928,018
<b>Total.....</b>	<b>5,210,591</b>	<b>5,534,038</b>
<b>TONS ONE MILE.</b>		
	1874.	1873.
Northern Central Railway.....	135,928,995	130,587,674
Green Spring Branch.....	124,533	.....
Shamokin Railroad.....	13,448,848	15,169,119
Elmira Railroad.....	80,963,426	84,484,273
Chemung Railroad.....	18,233,268	21,537,851
Canandaigua Railroad.....	18,251,462	24,260,650
<b>Total.....</b>	<b>216,980,532</b>	<b>226,039,567</b>
Showing a decrease in the tonnage mileage of 2.8 per cent.		
The earnings per mile of road were as follows:		
Northern Central Railway, 138 miles.....	\$22,450 02	
Baltimore Division, 91 miles.....	21,175 58	
Susquehanna Division 47 miles.....	24,917 54	
Shamokin Division 28 miles.....	11,580 95	
Elmira Division 78 miles.....	7,987 23	
Chemung Division 18 miles.....	14,851 96	
Canandaigua Division, 47 miles.....	7,573 71	
The tonnage of the Main Line of the Northern Central Railway was increased 135,212 tons, with a decrease in earnings of \$42,575 18. On the Shamokin Road, decrease in tonnage, 54,234; decrease in earnings, \$28,575 81. On Elmira Division, decrease in tonnage, 54,265; with decrease in earnings, \$67,964 74. On Chemung Road, decreased tonnage, 174,579; decreased earnings, \$49,129 58. On Canandaigua Road, decrease in tonnage, 175,576; with decreased earnings of \$97,268 60.		
The total number of tons and tonnage mileage, and the revenue derived from the same on all lines of the company, were:		
	Tons.	Money.
1874. 5,210,591	\$3,360,217 98	216,980,532 1.549
1873. 5,534,038	3,645,751 92	226,039,567 1.618
Dec.. 323,442	\$285,533 94	9,059,035 0.064
The coal tonnage of the Northern Central Railway in 1873 was 795,449 tons, and in 1874, 762,023 tons. There was a decrease in the trade going on to the Pennsylvania Railroad, at Marysville and Danphin, of 38,700 tons. There was an increase of 14,376 tons to points on the Cumberland Valley Road. The total tonnage to Baltimore was 193,179 tons, a reduction of 9,884 tons in 1874.		
The coal tonnage of the Shamokin Branch in 1874 was 601,988 tons, in 1873, 655,354 tons, showing a decrease of 53,366 tons.		
The coal tonnage of the Elmira and Williamsport Railway in 1874 was 278,418 tons, and in 1873, 323,807 tons, a decrease of 45,389 tons, the bulk of this decrease was from the McIntyre mines, near Ralston, which in 1873 shipped 128,947 tons against 92,803 tons in 1874, a reduction of 36,144 tons. In the northward bound anthracite trade there was a reduction of 9,232 tons.		
The coal tonnage of the Chemung Road was reduced from 906,393 tons in 1873, to 744,176 in 1874, a total reduction of 162,217 tons. Of this reduction, the tonnage from the Blossburg coal region decreased from 600,475 tons in 1873 to 493,558 in 1874, a loss of 106,917 tons, and the anthracite coal trade from this company's lines and from the Lehigh Valley Road was reduced 55,300 tons.		
On the Canandaigua Road the coal tonnage of 1873 was 717,781 tons, in 1874, 550,682 tons, a reduction of 167,099 tons. Of this loss 121,680 was in the through tonnage, and the balance in shipments from Coal Point.		
It will be noticed that the reduction in the tonnage moved was almost entirely in coal, and was caused by the general prostration of the industrial pursuits of the country,		

The total number of passengers carried was as follows:

	1874.	1873.
Northern Central Railway.....	865,680	818,561
Green Spring Branch.....	7,441	.....
Shamokin Railroad.....	68,425	47,865
Elmira Railroad.....	124,733	115,890
Chemung Railroad.....	177,021	118,026
Canandaigua Railroad.....	103,701	84,980
<b>Total.....</b>	<b>1,347,001</b>	<b>1,180,322</b>

#### PASSENGERS ONE MILE.

	1874.	1873.
Northern Central Railway.....	19,444,830	20,122,124
Green Spring Branch.....	88,388	.....
Shamokin Railroad.....	845,734	614,825
Elmira Railroad.....	4,608,480	4,664,463
Chemung Railroad.....	2,469,656	1,934,816
Canandaigua Railroad.....	2,451,483	2,127,802
<b>Total.....</b>	<b>29,858,571</b>	<b>29,464,035</b>

The amount received for the carriage of—

Passengers in 1874.....	\$864,618 64
Passengers in 1873.....	897,149 82

Decrease in 1874..... \$32,530 68

It will be noticed that the number of passengers carried was increased on each line of the company aggregating 166,679; and that the earnings for the same were decreased \$32,530 68. This is accounted for by the decrease in the average distance traveled by each passenger, which was, in 1874, 22.2 miles, and in 1873, 25 miles.

The number of tons of freight moved was as follows:

	1874.	1873.
Northern Central Railway.....	2,284,695	2,169,217
Green Spring Branch.....	19,784	.....
Shamokin Railroad.....	706,071	760,305
Elmira Railroad.....	469,021	523,286
Chemung Railroad.....	978,628	1,153,207
Canandaigua Railroad.....	752,442	928,018
<b>Total.....</b>	<b>5,210,591</b>	<b>5,534,038</b>

#### TONS ONE MILE.

	1874.	1873.
Northern Central Railway.....	135,928,995	130,587,674
Green Spring Branch.....	124,533	.....
Shamokin Railroad.....	13,448,848	15,169,119
Elmira Railroad.....	80,963,426	84,484,273
Chemung Railroad.....	18,233,268	21,537,851
Canandaigua Railroad.....	18,251,462	24,260,650
<b>Total.....</b>	<b>216,980,532</b>	<b>226,039,567</b>

Showing a decrease in the tonnage mileage of 2.8 per cent.

The earnings per mile of road were as follows:

Northern Central Railway, 138 miles.....	\$22,450 02
Baltimore Division, 91 miles.....	21,175 58
Susquehanna Division 47 miles.....	24,917 54
Shamokin Division 28 miles.....	11,580 95
Elmira Division 78 miles.....	7,987 23
Chemung Division 18 miles.....	14,851 96
Canandaigua Division, 47 miles.....	7,573 71

The tonnage of the Main Line of the Northern Central Railway was increased 135,212 tons, with a decrease in earnings of \$42,575 18. On the Shamokin Road, decrease in tonnage, 54,234; decrease in earnings, \$28,575 81. On Elmira Division, decrease in tonnage, 54,265; with decrease in earnings, \$67,964 74. On Chemung Road, decreased tonnage, 174,579; decreased earnings, \$49,129 58. On Canandaigua Road, decrease in tonnage, 175,576; with decreased earnings of \$97,268 60.

The total number of tons and tonnage mileage, and the revenue derived from the same on all lines of the company, were:

	Tons.	Money.	Tons 1 mile.	Rate p. ton per m.
1874.	5,210,591	\$3,360,217 98	216,980,532	1.549
1873.	5,534,033	3,645,751 92	226,039,567	1.618
Dec..	323,442	\$285,533 94	9,059,035	0.064

The coal tonnage of the Northern Central Railway in 1873 was 795,449 tons, and in 1874, 762,023 tons. There was a decrease in the trade going on to the Pennsylvania Railroad, at Marysville and Danphin, of 38,700 tons. There was an increase of 14,376 tons to points on the Cumberland Valley Road. The total tonnage to Baltimore was 193,179 tons, a reduction of 9,884 tons in 1874.

The coal tonnage of the Shamokin Branch in 1874 was 601,988 tons, in 1873, 655,354 tons, showing a decrease of 53,366 tons.

The coal tonnage of the Elmira and Williamsport Railway in 1874 was 278,418 tons, and in 1873, 323,807 tons, a decrease of 45,389 tons, the bulk of this decrease was from the McIntyre mines, near Ralston, which in 1873 shipped 128,947 tons against 92,803 tons in 1874, a reduction of 36,144 tons. In the northward bound anthracite trade there was a reduction of 9,232 tons.

The coal tonnage of the Chemung Road was reduced from 906,393 tons in 1873, to 744,176 in 1874, a total reduction of 162,217 tons. Of this reduction, the tonnage from the Blossburg coal region decreased from 600,475 tons in 1873 to 493,558 in 1874, a loss of 106,917 tons, and the anthracite coal trade from this company's lines and from the Lehigh Valley Road was reduced 55,300 tons.

On the Canandaigua Road the coal tonnage of 1873 was 717,781 tons, in 1874, 550,682 tons, a reduction of 167,099 tons. Of this loss 121,680 was in the through tonnage, and the balance in shipments from Coal Point.

It will be noticed that the reduction in the tonnage moved was almost entirely in coal, and was caused by the general prostration of the industrial pursuits of the country,

#### MOTIVE POWER.

The locomotive equipment of the company is as follows:

On Baltimore Division.....	65
On Susquehanna and Shamokin Division.....	38
On Elmira Division.....	49
<b>Total.....</b>	<b>152</b>

The following tables exhibit the passenger and freight car equipment owned by the company, and the number of cars in actual service:

#### PASSENGER EQUIPMENT.

	Total owned Jan. 1, 1875.	In shops rebuilding.	In service.
Passenger cars.....	69	4	65
Baggage cars.....	22	2	20
Express cars.....	18	..	16
Postal cars.....	4	..	4
<b>Total.....</b>	<b>111</b>	<b>6</b>	<b>105</b>

#### FREIGHT EQUIPMENT.

	Total owned	In shops rebuilding.	In service.
8 wheel box cars.....	995	51	944
8 wheel gondola cars.....	544	34	510
8 wheel stock cars.....	51	6	46
8 wheel box and stock cars.....	101	1	100
8 wheel stone cars.....	38	..	38
8 wheel coal cars.....	2,864	13	2,851
4 wheel coal cars.....	1,878	159	1,719
4 wheel lime cars.....	185	4	181
6 wheel M. of W.....	8	1	7
8 wheel tool cars.....	11	..	11
Freight cabin cars.....	76	..	76
Main. of way cars.....	4	1	3
<b>Total.....</b>	<b>6,255</b>	<b>269</b>	<b>5,986</b>

A marked improvement was made in the condition of the locomotive and car equipment during the year, and with the exception of the four-wheel coal cars, the motive power and rolling stock is now in very good working order. The four wheeled coal cars of the old class having been found to be ill adapted to the traffic, and their maintenance proving very costly, it has been thought best not to incur any further expenses in perpetuating them. They have, therefore, as they became worn out, been taken out of service, with a view to replacing them with eight-wheeled coal cars of the standard pattern.

#### MAINTENANCE OF WAY.

The following is a statement of the track material used during the year:

	Tons steel rails.	Tons iron rails.	Pairs splices.	Lbs. spikes, ties.	Number cross-ties.
Baltimore Div.....	507	3,045	9,639	49,498	58,413
Green Spring Branch.....	..	301	1,056	7,550	4,187
Susq. Div.....	350	1,610	6,514	32,227	36,050
Shamokin Div.....	..	670	2,887	22,150	19,662
Elmira and Canandaigua Div. ..	3,291	8,291	95,756	92,976	..
<b>Total.....</b>	<b>857</b>	<b>8,917</b>	<b>28,387</b>	<b>207,181</b>	<b>211,288</b>

The good condition of the track on the main line from Baltimore to Sunbury has not only been fully maintained throughout the year, but a decided improvement has been made, that part of your line now being in excellent order. The track on the Shamokin, and Elmira and Canandaigua Division was not at the commencement of the year in as good condition as could have been desired, special attention was therefore given to its improvement, and it is now in much better order than for a number of years past. It has been deemed a necessity for the economical maintenance of the track in the future, that steel instead of iron rails should be used for renewals. During 1874 about one thousand tons of steel rails were laid on the Baltimore and Susquehanna Divisions, and in providing for the repairs for the current year, steel rails have been contracted for, for all renewals on the Main Line, and for two-thirds of the renewals on the Elmira and Canandaigua Divisions. These rails will be of American manufac-



ture, and were contracted for on the most favorable terms.

In July this company resumed possession of the Green Spring Branch, extending from Relay to a connection with the Western Maryland Railroad near Owing's Mill, a distance of 8½ miles; this branch it is proposed to extend to Owing's Mill, requiring about one mile of new track. The right of way is controlled by the company. This line was built and owned by this company and transferred to the Western Maryland Railroad many years since, when that company commenced the construction of its line through the upper counties of Maryland. In the contract with that company the privilege of repossession was reserved to this company, should the Western Maryland Railroad reach the city of Baltimore by any other line than that of the Northern Central Road. In 1873 the Western Maryland Railroad completed an independent line to the city, when negotiations were opened under the original contract which resulted in the repossession of the property in July last. Since that date a portion of the line has been reconstructed, and the remainder, with the extension to Owing's Mill, will be put in good condition during the year 1875.

Mr. J. D. Cameron, who for many years past has been the President of the Northern Central Railway Company, resigned his position December 7, 1874, and also the Directors associated with him, with a view of enabling the stockholders of the company to make such reorganization as they might deem proper—all of which is fully set forth in the communication addressed by Mr. Cameron and the retiring Board to the stockholders, stating the reasons for their action, and the results attained from their administration of the company's service. That communication will be printed in connection with this annual report, and furnished for the information of the stockholders. The present management take pleasure in stating that the property and assets of the company were found in good condition, and as set forth in their report for the year.

A new plan of organization and by-laws for conducting the business of the company was adopted by your Board, to take effect January 1, 1875, by means of which it is hoped that favorable results, both as to efficiency and economy in the working of your line, will be obtained.

The want of a suitable building with fire proof vaults for the general offices of the company has long been felt, and your Board do not consider it wise to postpone its erection. They have selected a site on the property owned by the company at Calvert Station, and are now having plans and estimates prepared.

The injurious effects on your traffic caused by the want of proper terminal facilities, both for the general city trade and for that seeking a tide-water outlet at the city of Baltimore, have long been experienced. In the year 1873 the Union Railroad Company of Baltimore, under the auspices of the Canton Company of Baltimore, completed a line of road extending from the Northern Central Railway to tide-water at Canton, and your directors have secured by contract the right of trackage over the line to tide-water for 99 years, and have leased two tracts of land, one located on what is known as the Susquehanna Wharf, with a front of 700 feet, and other on the Patapsco, below the Lazaretto, comprising in all some 70 acres.

Recognizing the importance of providing adequate facilities for the traffic of your line, your Board have given careful consideration to the subject, and have decided that the following improvements should at once be commenced, and pushed to completion as rapidly as possible, in order to make them available during the latter part of the current year, viz.: A grain elevator at Canton, with a storage capacity of 500,000 bushels and a total transfer capacity of seven to ten millions of bushels per annum; a warehouse for rolling freight at Canton, 500 feet by 60, and a coal wharf and trestle at Canton, 600 feet long and 60 feet wide, over which 500,000 tons per annum can be transferred.

The estimate cost of these improvements, and of the completion of the car shops at Mt. Vernon, together with certain needed extension of the sidings at that point, is as follows:

Elevator at Canton, with sidings connected therewith.....	\$275,000 00
Coal Wharf at Canton, with sidings connected therewith.....	125,000 00
Warehouse for rolling freight at Canton.....	75,000 00
Real estate and improvements for city traffic.....	125,000 00
New building for general office.....	50,000 00
Completion of car shops at Mt. Vernon and extension of sidings.....	40,000 00
	<b>\$690,000 00</b>

In pursuance of the authority given at the general meeting of stockholders, held April 9, 1874, a consolidated mortgage of \$10,000,000, bearing six per cent interest per annum, was duly created and executed May 26, 1874. Under the provisions of this mortgage it is provided that \$6,000,000 shall be reserved and held to take up the outstanding obligations under the prior mortgages of the company, leaving \$4,000,000 applicable for its present and future wants. Of this amount \$2,000,000 have been sold through the house of Drexel & Co., of Philadelphia, realizing 86 per cent net, clear of all commissions, and the proceeds received were applied to the payments of the then existing debts of the company.

In order to meet the construction expenditures necessary during the current year for terminal facilities and to place the company in funds to retire its floating debt, it is proposed to ask the stockholders to give authority to sell one million dollars of the reserved consolidated general mortgage bonds, and also to give the board a further authority to sell the real estate not required for railway purposes, and so many of the assets of the company as, in the judgment of the board, can be sold without detriment to the interests of the shareholders. Resolutions for this purpose are appended to this report and are respectfully submitted to the shareholders for their approval. The adoption of this course will enable the company to pay off during the year its floating debt, and will place it in condition to meet promptly all its liabilities, and to purchase its supplies and materials on a cash basis. These results attained, the board have great confidence in the future value of your property.

It will be observed from the statistics and exhibit made from the books of the company that a dividend of three and a half per cent was made in July last, and a balance left of net income of \$82,704 80, which is equivalent to about one and a half per cent additional, showing that the line, notwithstanding the depressed condition of its traffic has earned about five per cent upon its capital stock. With the completion of the terminal facilities so much needed at Baltimore and a moderate revival of the business of the country, it is believed that the net results can be materially improved upon.

Every effort will be made on the part of the management to place the company in such condition that it will be able to pay a regular dividend upon its stock at the earliest day possible.

Within the past few weeks severe competition for through traffic has been inaugurated by the Baltimore and Ohio Railroad Company, perhaps with the view of deterring this company from proceeding with its proposed terminal facilities at the city of Baltimore. It will not have that effect. The policy of destroying the best interests of the shareholders of the roads, without ultimate advantage to the public who patronize them, must produce such results as will in due time secure the adoption of a wiser and more conservative course, and thus correct the evil referred to.

The substance of the Treasurer's balance sheets is given in this report; but the full detailed statements and the report of the Auditor, will be published with this report for the information of the shareholders.

The traffic of the several lines has been moved during the past year with regularity and despatch, with a gratifying freedom from accidents. Great credit is due to the officers, agents, and employees of the company, connected with the various portions of the line, for the economy practised, and the efficient manner in which the property of the company has been managed in the several departments.

All of which is respectfully submitted.

By order of the Board.

THOMAS A. SCOTT, President.

The following resolutions appended to the report, were adopted:

Resolved, That in order to carry out the suggestions of the foregoing report in respect to the increase of terminal facilities, and for other uses and purposes of the company, the President and Board of Directors be requested to call a meeting of the stockholders, in accordance with law, to authorize the said President and Board of Directors to issue one million dollars, of the two million dollars yet remaining unissued, of the Ten Million Consolidated General Mortgage Loan of the company.

Resolved, That the President and Board of Directors be, and they are hereby authorized from time to time, when in their judgment it may seem for the best interests of the company, to grant, bargain, sell, and convey, or exchange in fee simple, or for any less estate, any and all such real estate belonging to this company, and wherever situate, and not needful for its uses and purposes, at public or private sale, either wholly for cash or partly upon bond and mortgage, and without any liability upon the part of any purchaser or purchasers to see to the application of the purchase money, the proceeds of such sale or sales to be applied as provided in said Consolidated General Mortgage.

Resolved, That the President and Board of Directors be also authorized to sell and transfer such portions of the capital stock and bonds of other companies now in the possession of the company, as in their judgment may be sold without detriment to the future interests of the company.

Resolved, That the proceeds from the sale of the consolidated general mortgage bonds, and of the real estate, and of the other assets of the company hereinbefore authorized, be applied first to the payment of expenditures for terminal facilities, and second to the payment of the existing floating debt of the company.

#### OFFICERS OF THE COMPANY FOR 1875 6.

President.—THOMAS A. SCOTT.

Vice President.—A. J. CASSATT.

Directors.—A. J. Cassatt, Wayne MacVeagh, J. C. Bullitt, J. N. Hutchinson, S. M. Felton, Wistar Morris, H. P. Borie, M. B. Sellers, M. B. Greensfelder, R. Oppenheimer, George Small, S. M. Shoemaker.

Secretary.—ROBERT S. HOLLINS.

Assistant Secretary.—STEPHEN W. WHITE.

Treasurer.—JOHN S. LIEB.

Auditor.—JOHN CROWE.

Gen'l Counsel.—WAYNE MACVEAGH.

Gen'l Manager.—FRANK THOMSON.

The Grass Valley Union says that work on the Nevada County Narrow Gauge Railway is progressing most favorably. The contractors, Knox & Turton, are putting on all the men that room can be found for, and every man is expected to do full work. The grading is of course progressing rapidly. The surveying party, under the direction of Engineer Kidder, are near Barker's ranch and getting along well.

General Ewing, of Lancaster, Ohio, has been elected President of the Atlantic and Lake Erie Railway Company.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. ....	13,280,000	J. & J.	Jan. '75 31	Long Island. ....	50	M. & S.	May '73 10	Vermont and Mass. ....	1,280,000	A. & O.	Oct. '74 2
Allegheny Valley. ....	2,236,350	"	"	Louisv. Cln. and Lex. ....	1,623,483	J. & J.	July '69 3	Warren (N. J.). ....	1,500,000	J. & D.	Dec. '74 3
Atlanta and West Point. ....	1,232,200	J. & J.	July '74 4	" pref. ....	848,700	F. & A.	Jan. '74 4	Warwick Valley. ....	225,000	A. & O.	Apr. '72 24
Atlantic and Gulf. ....	3,693,200	"	"	Louisville & Nashville. ....	8,980,260	F. & A.	Feb. '74 4	West Jersey. ....	1,559,750	F. & A.	Feb. '74 4
Atlantic and St. Law. ....	39,944,900	M. & N.	Nov. '73 31	Louisv. N. Alb. & Chi. ....	3,000,000	J. & D.	Dec. '70 3	Winchester & Potomac. ....	180,000	J. & J.	Jan. '75 3
" new 1870. ....	1,600,000	"	"	Lowell and Lawrence. ....	200,000	A. & O.	Oct. '74 3	Winchester & Strasburg. ....	600,000	J. & J.	Jan. '75 31
Avon, Genesee & Mt. M. ....	194,250	A. & O.	Jan. '75 5	Lykens Valley. ....	20	F.M.A.N.	Feb. '75 21	Worcester and Nashua. ....	1,789,800	J. & J.	Jan. '75 15
Baltimore and Ohio. ....	13,151,962	M. & N.	Nov. '74 5	Macon and Western. ....	2,600,000	J. & J.	July '73 5				
Washington Br. ....	1,650,000	A. & O.	Oct. '74 5	Maine Central. ....	1,000,000	M. & N.	Nov. '74 5				
Parkersburg Br. pref. ....	5,680,685	"	"	Manchester and Law. ....	1,372,891	"	"				
Berkshire. ....	600,000	J.A.J.&O.	Jan. '75 11	Marletta & Cincinnati. ....	50	"	"				
Blossburg & Corning. ....	250,000	J. & D.	Dec. '72 23	" 1st pref. ....	8,130,719	M. & S.	Sep. '66 3a	Albany City. ....	110,300	"	Feb. '75 6
Boston and Albany. ....	19,864,100	M. & N.	Nov. '74 5	" 2d pref. ....	4,460,388	M. & S.	Sep. '66 3a	Baltimore City. ....	801,000	"	Feb. '75 6
Bos. Cln. & Fitch. pref. ....	633,200	"	"	Massachusetts. ....	400,000	F. & A.	Feb. '75 3	Bleeker St. & Fy. (N.Y.) ....	900,000	"	"
Agricultural Br. guar. ....	60,000	J. & D.	Jan. '75 3	Memphis & Charleston. ....	5,312,725	J. & D.	Jan. '69 3	Boston and Chelsea. ....	110,000	A. & O.	Oct. '74 5
Bost. Conc. & Mont. pref. ....	800,000	M. & N.	Nov. '74 3	Michigan Central. ....	18,738,204	J. & J.	Jan. '73 4a	Broadway (Brooklyn). ....	200,000	J. & J.	Jan. '75 6
Boston and Lowell. ....	3,200,000	J. & J.	Jan. '75 3	Mill Creek & Minehill. ....	323,375	J. & J.	Jan. '75 5	Broadw. & 7th Av. (N.Y.) ....	2,100,000	J. & D.	Jan. '75 3
Boston and Maine. ....	6,921,274	M. & N.	Nov. '74 4	Milwaukee and St. Paul. ....	15,399,261	J. & J.	Dec. '70 7a	Brooklyn City. ....	1,500,000	F.M.A.N.	Feb. '75 3
Boston and Providence. ....	4,000,000	M. & N.	Nov. '74 5	" pref. ....	12,274,483	F. & A.	Aug. '74 3a	Brooklyn City & Newt. ....	600,000	J. & J.	July '70
Buffalo, N. Y. & Erie. ....	960,000	F. & A.	Aug. '74 31	M. Hill & Schuyl. Hav. ....	3,856,450	J. & J.	Jan. '75 4	Brooklyn and Jamaica. ....	488,100	"	"
Burlington and Mo. Riv. ....	1,485,900	M. & S.	Mar. '75 5	Morris and Essex. ....	14,008,100	M. & J.	Nov. '75 31	Bushwick (Brooklyn). ....	302,000	J. & J.	July '71 31
" pref. ....	1,847,800	J.A.J.&O.	Apr. '75 21	Nashua and Lowell. ....	800,000	M. & N.	Nov. '74 4	Cambridge. ....	727,800	A. & O.	Oct. '74 3
Camden and Amboy. ....	377,400	"	"	Naugatuck. ....	1,881,900	F. & A.	Aug. '74 61	Can. Park N. & E. Riv. ....	1,068,400	A. & O.	Oct. '67 29
Camden and Atlantic. ....	838,469	"	"	Nearquoning Valley. ....	1,000,000	M. & S.	Mar. '75 5	Citizens (Ph.). ....	600,000	J. & J.	Jan. '75 9
" pref. ....	1,020,330	J. & J.	Jan. '72 24	Newark and N. York. ....	977,400	J. & J.	Nov. '75 31	Citizens (Phg.). ....	200,000	M. & N.	Nov. '71 7
Cape Cod. ....	447,000	J. & D.	Dec. '74 3	N. Bedford. ....	1,678,500	M. & N.	Nov. '74 4	Coney Island & Brookl. ....	600,000	"	"
Cape May and Millville. ....	426,900	J. & D.	Nov. '71 6	N. Castle & Beaver Val. ....	1,500,000	J.A.J.&O.	Jan. '75 21	D. Dock, E. B'dw. & Bat. ....	1,200,000	F.M.A.N.	Feb. '75 6
Catawissa. ....	1,159,500	"	"	N. Haven & Northamp. ....	605,000	J.A.J.&O.	Sep. '72 3	Eighth Avenue (N.Y.). ....	1,000,000	J. & J.	Jan. '75 2
" pref. ....	2,200,000	M. & N.	Nov. '74 21	New Jersey. ....	7,295,200	J.A.J.&O.	Apr. '75 21	Elizabeth and Newark. ....	740,000	"	"
Cayuga and Susq. ....	589,110	J. & J.	Jan. '75 41	New London Northern. ....	1,418,800	J.A.J.&O.	Apr. '75 2	42nd St. & G. St. Ferry. ....	200,000	M. & N.	Nov. '74 3
Cedar Rapids & Mo. R. ....	6,860,400	F.M.A.N.	Feb. '75 1	N.Y. Cen. & Hudson R. ....	89,428,330	J.A.J.&O.	Apr. '75 2	Frank & Southw. (Ph.) ....	491,750	J. & J.	Jan. '75 5
" pref. ....	769,600	F. & A.	Feb. '75 31	New York and Harlem. ....	8,500,000	J. & J.	Jan. '75 4	Germantown (Ph.). ....	1,000,000	J. & J.	Jan. '75 3
Central of Georgia. ....	4,666,800	J. & J.	July '73 5	N. Y., N. H. & Harf. ....	15,500,000	J. & J.	Jan. '75 4	Girard College (Ph.). ....	500,000	J. & J.	July '71 3
Central of New Jersey. ....	20,000,000	J.A.J.&O.	Jan. '75 21	N. Y. Provid. & Easton. ....	2,500,000	J.A.J.&O.	Jan. '75 21	Grand St. and Newton. ....	170,000	J. & J.	July '71 2
Central Ohio. ....	2,425,000	J. & D.	Dec. '74 3	Nig. Bridge & Canard. ....	1,000,000	J. & J.	Jan. '75 3	Green & Coates St. (Ph.) ....	500,000	J. & J.	Jan. '75 4
" pref. ....	400,000	J. & D.	Dec. '74 3	North Carolina. ....	4,900,000	irregular.	Jan. '73 3	Heston, Mantau & Fairm. ....	2,050,000	J. & J.	Jan. '75 11
Central Pacific. ....	51,275,500	"	Apr. '75 6	N. Eastern (N.C.) pref. ....	111,000	M. & N.	May '67 4	Lomb. & South Sts. (Ph.) ....	105,000	A. & O.	Oct. '71 6
Chemung. ....	380,000	J.A.J.&O.	Jan. '75 11	North Pennsylvania. ....	3,473,500	"	Feb. '75 5	Lynn and Boston. ....	200,000	"	"
Cheshire, preferred. ....	2,100,000	J. & J.	Mar. '75 4	Northern Central. ....	5,842,000	M. & N.	July '74 31	Malden and Melrose. ....	200,000	"	"
Chicago and Alton. ....	8,929,900	M. & S.	Mar. '75 5	N. rhern N. Hampsh. ....	3,068,400	J. & D.	Dec. '74 31	Metropolitan (Boston). ....	1,500,000	J. & J.	Jan. '75 31
" pref. ....	2,425,400	M. & S.	Mar. '75 5	Northern New Jersey. ....	1,000,000	J. & J.	July '74 4	Middlesex (Boston). ....	400,000	M. & N.	Nov. '74 3
Chicago, Burl. & Quincy. ....	19,897,000	M. & S.	Mar. '75 5	Norwich & Worcester. ....	2,804,400	J. & J.	Jan. '75 5	Ninth Avenue (N. Y.). ....	797,320	"	"
Chicago, Iowa & Nebras. ....	3,916,230	J. & J.	Jan. '75 4	Ogdensb. & L. Champ. ....	3,077,000	J. & J.	Jan. '75 3	Orange and Newark. ....	282,555	"	"
Chicago & N. Western. ....	14,993,060	J. & D.	Dec. '72 31	" pref. ....	2,000,000	A. & O.	Oct. '74 4	Philadelphia City. ....	750,000	J. & J.	Jan. '75 5
" pref. ....	21,484,113	J. & J.	July '73 31	Ohio and Mississippi. ....	20,000,000	J.A.J.&O.	Mar. '75 31	Philadelphia and Darby. ....	200,000	J. & J.	July '71 2
Chicago, R. I. & Pacific. ....	19,000,000	A. & O.	Apr. '75 4	" pref. ....	4,630,000	J. & D.	Mar. '75 31	Phila. and Grey's Ferry. ....	284,775	J. & J.	Jan. '75 3
Cin. Ham. & Dayton. ....	3,500,000	A. & O.	Apr. '73 4	Oil Cr. & Allegheny R. ....	4,256,450	J.A.J.&O.	Jan. '74 3	Pbg. Alleg. & Manchester. ....	200,000	M. & N.	Nov. '69 8
Cin. Sand. and Clev. ....	2,980,550	"	Apr. '72 10a	Old Colony & Newport. ....	6,637,300	J. & J.	Jan. '75 31	Second Avenue (N.Y.). ....	888,100	J.A.J.&O.	Jan. '74 2
" pref. ....	429,046	M. & N.	Nov. '74 2	Oswego and Syracuse. ....	482,400	F. & A.	Feb. '75 4	Second & Third Sts. (Ph.) ....	962,100	J. & J.	Jan. '75 6
Clev. Col. Cln. & Ind. ....	14,991,275	F. & A.	Feb. '75 4	Pacific of Missouri. ....	3,635,750	J.A.J.&O.	Jan. '75 11	17th & 19th streets (Ph.) ....	500,000	J. & J.	July '74 2
Cleveland & Mahoning. ....	2,057,589	M. & N.	May '74 31	Panama. ....	7,000,000	J.A.J.&O.	Apr. '75 3	Sixth Avenue (N. Y.). ....	750,000	M. & N.	Nov. '74 5
Cleveland & Pittsburgh. ....	11,236,150	F.M.A.N.	Feb. '75 11	Paterson and Hudson. ....	630,000	J. & J.	July '74 4	Third Avenue (N. Y.). ....	1,170,000	F.M.A.N.	Feb. '75 2
Col. Chic. & Ind. Cen. ....	13,000,000	"	"	Paterson and Newark. ....	500,000	J. & J.	July '74 4	13th & 15th street (Ph.) ....	1,000,000	J. & J.	Jan. '75 2
Columbus and Xenia. ....	1,786,800	M.J.S.D.	Dec. '74 2	Paterson and Ramapo. ....	245,000	J. & J.	Jan. '74 4	23d street (N. Y.). ....	600,000	J. & J.	Jan. '75 4
Colum. & Hocking Val. ....	2,500,000	F. & A.	Feb. '75 8	Pember & Hightstown. ....	342,150	J. & J.	Jan. '75 3	Somerville (Boston). ....	75,000	M. & N.	Jan. '75 3
Concord. ....	1,600,000	M. & N.	Nov. '74 5	Pennsylvania. ....	68,114,475	M. & N.	Nov. '74 5	South Boston. ....	400,000	J.A.J.&O.	Jan. '75 21
Concord and Port. ....	350,000	J. & J.	Jan. '75 21	Peoria & Bureau Val. ....	1,200,000	F. & A.	Feb. '75 4	Union (Boston). ....	200,000	"	Jan. '75 5
Conn. & Passump Riv. ....	2,100,000	F. & A.	Feb. '75 31	Philadelphia and Erie. ....	6,004,300	J. & J.	Feb. '75 4	Union (Phila.). ....	400,000	J. & J.	Jan. '75 8
Connecticut River. ....	2,100,000	J. & J.	Jan. '75 5	" pref. ....	2,400,000	J. & J.	July '74 4	West Philadelphia. ....	400,000	J. & J.	Jan. '75 10
Cumberland Valley. ....	1,292,950	A. & O.	Oct. '74 4	Phil. Ger. & Norristown. ....	1,626,250	M.J.S.D.	Mar. '75 3				
" 1st pref. ....	241,900	A. & O.	Oct. '74 4	Philadelphia & Reading. ....	32,684,375	J.A.J.&O.	Apr. '75 21	Chesapeake & Delaware. ....	1,983,563	J. & D.	June '73 3
" 2d pref. ....	243,000	A. & O.	Oct. '74 4	" pref. ....	1,551,800	J.A.J.&O.	Apr. '75 21	Chesapeake and Ohio. ....	8,229,594	"	"
Danbury and Newwals. ....	600,000	"	"	Phila. and Trenton. ....	1,259,100	J.A.J.&O.	Jan. '75 4	Delaware Division. ....	1,633,350	F. & A.	Feb. '75 4
Delaware. ....	1,230,941	J. & J.	Jan. '75 31	Phila. Will. & Balt. ....	11,524,250	J.A.J.&O.	Jan. '75 11	Delaware and Hudson. ....	15,000,000	F. & A.	Feb. '75 5
Del. Lackaw. & Westn. ....	23,500,000	J.A.J.&O.	Jan. '75 21	Pittsb. Ft. W. & Chi. ....	19,714,285	J.A.J.&O.	Jan. '75 11	Delaware and Raritan. ....	5,847,400	J.A.J.&O.	Apr. '75 21
Detroit & Milwaukee. ....	522,110	"	"	" Special Imp. ....	2,000,000	J.A.J.&O.	Jan. '75 11	Erie of Pennsylvania. ....	64,000	"	"
" pref. ....	2,095,000	J. & J.	Dec. '69 7	Pittsfield & N. Adams. ....	460,000	J. & J.	Jan. '75 3	Lehigh Coal & Navigat. ....	9,390,350	J.S.D.M.	Mar. '75 2
Dubuque & Sioux City. ....	5,000,000	A. & O.	Apr. '75 21	Port and and Keenebec. ....	616,700	J. & J.	July '74 3	Monongahela Navigat. ....	1,003,500	J. & J.	Jan. '73 3
East Pennsylvania. ....	1,509,200	J. & J.	Jan. '75 20	Yarmouth certificates. ....	202,400	A. & O.	Apr. '75 3	Morris (consolidated). ....	1,176,000	F. & A.	Feb. '75 5
East Mahanoy. ....	392,950	J. & J.	Jan. '75 3	Portl. Saoo & Portsm. ....	1,500,000	J. & J.	Jan. '75 5	" (preferred). ....	1,176,000	F. & A.	Feb. '75 5
Eastern (Mass.). ....	4,262,600	J. & J.	July '72 3	Providence & Worcester. ....	2,000,000	J. & J.	Jan. '75 5	Pennsylvania. ....	4,337,950	"	"
Eastern (N. H.). ....	492,500	J. & J.	July '73 3	Raleigh and Gaston. ....	1,500,000	J. & J.	July '71 6	Schuyl. Nav. (common). ....	1,003,207	F. & A.	Feb. '75 30a
Elmira, Jef. & Canand. ....	600,000	F. & A.	Aug. '74 21	Rensselaer & Saratoga. ....	6,000,000	J. & J.	Jan. '75 4	" (ref.). ....	2,838,977	F. & A.	Feb. '75 60a
Elmira & Williamsport. ....	500,000	M. & N.	May '74 21	Roch. & Genesee Val. ....	557,500	"	Jan. '75 5	Susq. and Tide Water. ....	2,002,746	"	"
" pref. ....	500,000	J. & J.	Jan. '75 31	Rome, Watert. and Ogd. ....	2,998,900	J. & J.	Jan. '75 31	Union. ....	2,007,850	"	"
Erie Railway. ....	78,000,000	"	"	Rutland. ....	2,700,000	"	"	W. Branch and Susq. ....	1,100,000	J. & J.	Jan. '85 -
" pref. ....	8,538,910	"	"	" preferred. ....	4,300,000	F. & A.	Feb. '75 31a				
Erie and Pittsburgh. ....	1,090,250	M.J.S.D.	Dec. '74 11	St. Croix and Ponobscot. ....	100,000	J. & J.	July '71 2				
Fitchburg. ....	4,000,000	J. & J.	Jan. '75 4	St. L. Alt. & T. Haute. ....	2,300,000	"	"	Adams Express. ....	12,000,000	M.J.S.D.	Mar. '75 2
Georgia. ....	4,156,000	J. & J.	Apr. '74 4	" pref. ....	2,040,000	"	"	American Coal. ....	1,500,000	M. & S.	Mar. '75 3
Great Western, (Ca.). ....	19,237,404	A. & O.	Apr. '74 11	St. Louis and Iron Mt. ....	10,000,000	F. & A.	Feb. '74 3	Am. Merch. Union Exp. ....	18,000,000	J. & J.	Jan. '75 3
Hannibal & St. Joseph. ....	4,151,700	F. & A.	Aug. '70 31	St. L. Kan. C. & North. ....	12,000,000	"	"	Ashburton Coal. ....	2,500,000	J. & D.	Dec. '68 4
" pref. ....	5,078,224	Annual.	Aug. '70 7	" pref. ....	12,000,000	"	"	Atlantic Mail Steamship. ....	4,000,000	M.J.S.D.	Dec. '67 21
Hanover Branch, (Pa.). ....	116,850	M. & N.	Nov. '74 5	Saratoga and Schenec. ....	300,000	A. & O.	Oct. '74 31	Butler Coal. ....	25	J. & D.	Dec. '69 55c
Harlem Extension. ....	4,000,000	"	"	Schuylkill Valley. ....	676,050	J. & J.	Jan. '75 21	Canton. ....	731,250	"	"
Harrisburg & Lancaster. ....	1,182,500	J. & J.	Jan. '75 31	Seaboard and Roanoke. ....	1,151,400	M. & N.	Nov. '70	Consolidation (Md.) Coal. ....	10,		



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873.....	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,673
1874.....	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	539,400	406,900	.....	.....
Central Pacific:													
1872.....	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,689	1,285,567	1,293,957	1,037,992	12,734,729
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,203	1,214,551	1,251,622	1,392,125	1,375,470	1,238,751	1,116,366	13,872,632
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,314,000	1,253,000	14,405,479
1875.....	890,000	902,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1870.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,166,326
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,126,228
Chicago and Northwestern:													
1870.....	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871.....	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872.....	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250,069
1870.....	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872.....	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,400	657,500	576,620	742,050	964,800	886,900	749,200	704,300	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	363,053	276,099	318,976	342,247	306,778	330,754	327,384	403,175	369,334	339,445	336,748	313,423	4,027,416
Erie:													
1871.....	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,595	1,329,422	1,515,362	1,541,958	1,754,821	1,717,593	1,784,893	1,820,755	1,879,763	1,825,629	1,560,023	1,625,129	19,631,781
1874.....	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	1,545,379	1,546,174	1,605,138	1,667,995	.....	.....	.....
Illinois Central:													
1869.....	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870.....	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871.....	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	637,430	531,627	575,393	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	608,063	8,026,754
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	551,534	458,158	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871.....	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,217	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1871.....	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872.....	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873.....	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874.....	1,519,249	1,305,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta & Cincinnati:													
1871.....	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872.....	155,982	143,995	150,946	146,816	160,819	158,425	153,364	165,800	185,838	207,876	213,299	176,656	2,029,164
1873.....	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
1874.....	171,028	144,215	161,031	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,099,290
Michigan Central:													
1870.....	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871.....	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507,005	5,940,102
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,069,534
Mo., Kan. & Texas:													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
Ohio and Mississippi:													
1872.....	272,472	239,733	290,710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873.....	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874.....	266,039	243,167	304,842	293,665	268,807	292,546	282,640	323,963	364,374	381,021	309,597	296,013	.....
1875.....	249,250	243,624	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, I. Mt. & South'n:													
1873.....	145,834	152,054	224,449	207,627	254,927	216,223	20						

## NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.
<b>National Securities, Mar. 1, 1875.</b>						<b>Maine—(\$7,138,400):</b>					
Loan of June 14, 1858.....registered	\$260,000	5	Jan. & July.	1874	100	.. Civil Loan Bonds, 1856-'61.....	222,000	6	Various.	74-'78	101
Loan of February 8, 1861.....registered	13,783,000	6	Jan. & July.	1880	119	.. War and Bounty Bonds, 1863 and '64.....	3,832,500	6	Various.	80-'89	101
Oregon War Bonds of March 2, 1861.....coupon	4,690,000	6	Jan. & July.	1880	120	.. War (Municipal Equalization).....	5,083,900	6	April & Oct.	1889	103
Loan of July 17, and Aug. 5, 1861.....registered	946,000	6	Jan. & July.	1881	119	<b>Maryland—(\$10,741,215):</b>					
Loan of Feb. 25, 1862 (5-20s).....registered	125,842,350	6	Jan. & July.	1881	120	.. Bonds to R. R. and Canals.....	5,709,639	5	J. A. J. & O.	1890	80
Loan of March 3, 1863.....coupon	63,479,000	6	Jan. & July.	1881	120	.. Bonds to R. R. and Canals.....	828,222	6	"	1890	100
Loan of Feb. 25, 1862 (5-20s).....coupon	8,823,950	6	May & Nov.	1882	116	.. Bonds to Balt. & Susq. R. R.....	269,000	3	"	1890	
Loan of March 3, 1863.....coupon	97,200,200	6	Jan. & July.	1882	117	.. Defense and Bounty Bonds.....	3,072,083	6	Jan. & July.	1883	108
Loan of March 3, 1863.....coupon	53,677,900	6	Jan. & July.	1881	119	.. State Loans, 1870 and 1872.....	799,066	6	"	85-'87	
Loan of March 3, 1863.....coupon	21,322,100	6	Jan. & July.	1881	120	<b>Massachusetts—(\$28,477,804):</b>					
Loan of March 3, 1864 (5-20s).....registered	946,000	6	May & Nov.	1884	117	.. State (public works) scrip.....	750,000	5	Various.	74-80	
Loan of June 30, 1864 (5-20s).....registered	25,299,500	6	"	1884	117	.. Union Fund Loan, 1861.....	2,758,000	6	Jan. & July.	74-76	113
Loan of March 3, 1865 (5-20s).....registered	32,746,700	6	"	1884	117	.. Union Fund Loan, 1862.....	600,000	5	"	77-78	
.. .. 2d series (5-20s).....registered	33,772,100	6	May & Nov.	1885	119	.. Coast Defense Loan, 1863.....	888,000	5	"	1883	104
.. .. 3d series (5-20s).....registered	118,762,250	6	Jan. & July.	1885	119	.. Bounty Loan Bonds, 1863 and 1864.....	8,578,244	5	May & Nov.	83-94	104
.. .. 4th series (5-20s).....registered	57,781,950	6	Jan. & July.	1885	119	.. War Loan (currency).....	999,944	5	Mar. & Sept.	1888	102
.. .. 5th series (5-20s).....registered	144,881,160	6	Jan. & July.	1885	119	.. Railroad and Tunnel Bonds.....	10,305,532	5	April & Oct.	88-93	
.. .. 6th series (5-20s).....registered	88,409,650	6	Jan. & July.	1887	119	.. Norwich and Worcester R. R. Bonds.....	400,000	6	Jan. & July.	1877	
.. .. 7th series (5-20s).....registered	222,213,100	6	Jan. & July.	1887	119	.. B. H. & Erie R. R. Bonds.....	3,599,021	5	"	1900	
.. .. 8th series (5-20s).....registered	14,093,500	6	Jan. & July.	1888	119	<b>Minnesota—(\$250,000):</b>					
.. .. 9th series (5-20s).....registered	28,380,500	6	Jan. & July.	1888	119	.. State Buildings Loan 1867 and 1869.....	250,000	7	Jan. & July.	77-79	
Loan of March 3, 1864, (10-40s).....registered	141,362,750	5	Mar. & Sept.	1904	114	<b>Missouri—(\$18,747,000):</b>					
.. .. 10-40s.....coupon	53,203,550	5	F. M. A. & N.	1904	115	.. State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	82-90	97
Consols of July 14, '70 & Jan. 20, '71.....registered	197,907,250	5	F. M. A. & N.	1881	115	.. State (funding) Bonds, 1867-'68.....	2,727,000	6	"	87-88	95
Consols .. .. .. coupon	179,404,200	4	F. M. A. & N.	1881	115	.. Railroad Loan Bonds, 1864-'66.....	12,801,000	6	"	74-86	
Consols .. .. .. coupon		4	F. M. A. & N.	1886		.. Railroad Bonds, guaranteed 1856-'66.....	1,589,000	7	"	70-91	100
Consols .. .. .. coupon		4	F. M. A. & N.	1901		.. State Institutions Loans.....	1,301,000	6	"	var.	93
Debt matured and without interest.....(var.)	8,779,676	5	Due.	1901		<b>New Hampshire—(\$3,914,165):</b>					
Navy Pension Fund of July 23, 1863.....(cur.)	14,000,000	5	Irred.			.. War Loan Bonds, of 1861.....	614,000	6	Jan. & July.	69-78	
Certificates of Indebtedness 1870.....(cur.)	678,000	4	Irred.			.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	84-89	103
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	1875	119	.. War Loan Bonds, of 1868.....	494,500	6	April & Oct.	73-74	
United States Notes.....	382,072,147	net.				<b>New Jersey—(\$2,696,300):</b>					
Fractional Currency.....	44,904,963					.. War Loan Bonds, 1861-'64, tax free.....	2,690,000	6	Jan. & July.	74-76	105
						<b>New York—(\$36,530,400):</b>					
						.. State Stock of 1827 and 1832.....	561,500	5	J. A. J. & O.	pleas.	
						.. State (Deficiency) Stock of 1838.....	900,000	5	"	1875	110
						.. State (Deficiency) Stock of 1838.....	800,000	6	"	1878	113
						.. State (Deficiency) Stock of 1838.....	348,107	5	"	pleas.	
						.. State (Deficiency) Stock of 1838.....	1,189,781	5	"	pleas.	
						.. Canal Stock.....	1,106,420	5	"	1874	
						.. Canal Stock.....	111,200	4	"	72-73	
						.. Canal Stock.....	10,135,260	6	"	74-77	110
						.. Bounty Loan registered.....	19,861,000	7	Jan. & July.	1877	107
						.. Bounty Loan coupon.....	1,200,000	7	"	1877	108
						<b>North Carolina—(\$29,547,045):</b>					
						.. Old or Ante-War Debt.....	4,738,800	6	Jan. & July.	72-92	27
						.. Old or Ante-War Debt.....	3,639,400	6	April & Oct.	72-92	27
						.. Bonds issued since the war.....	3,009,045	6	Jan. & July.	92-98	16
						.. Bonds issued since the war.....	1,839,000	6	April & Oct.	92-98	14
						.. Bonds issued for funding.....	2,417,400	6	Jan. & July.	78-80	16
						.. Bonds issued for funding.....	1,721,400	6	April & Oct.	78-80	14
						.. Special Tax Bonds.....	11,407,000	6	"	98-99	74
						<b>Ohio—(\$3,211,062):</b>					
						.. Loan of 1860, sinking fund.....	147,180	6	Jan. & July.	1870	
						.. Loan of 1860, sinking fund.....	1,565,900	6	"	1875	99
						.. Loan of 1860, sinking fund.....	4,074,817	6	"	1881	103
						.. Loan of 1860, sinking fund.....	2,400,000	6	"	1886	107
						<b>Oregon—(\$290,477):</b>					
						.. Bounty and Relief Bonds.....	90,477	7	Jan. & July.	74-84	
						.. Willamette Canal Bonds.....	200,000	7	"	1890	
						<b>Pennsylvania—(\$24,999,785):</b>					
						.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879	
						.. Loan of April 1852, reg. and coup.....	483,000	6	Jan. & July.	1882	103
						.. Loan of May 1852, reg. and coup.....	2,637,500	5	Feb. & Aug.	1877	
						.. Loan of April 1853, coupon.....	238,000	5	"	1878	
						.. Loan of April 1861, registered.....	35,000	6	"	1878	
						.. Loan of Feb. 1867, reg. and coup.....	907,200	6	"	74-82	
						.. Loan of Feb. 1867, reg. and coup.....	18,768,950	6	"	74-82	
						.. Chambersburg certificates, registered.....	83,032	6	June & Dec.	1876	
						.. Loans of April 1872.....	500,000	6	April & Oct.	1876	
						<b>Rhode Island—(\$2,635,500):</b>					
						.. War Bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882	103
						.. .. of 1863.....	205,000	6	April & Oct.	1883	103
						.. .. of 1863.....	603,000	6	Jan. & July.	1893	
						.. .. of 1864.....	740,000	6	Feb. & Aug.	1894	
						<b>South Carolina—(\$20,650,235):</b>					
						.. State House, Stock and Bonds '66-'63.....	953,488	6	Jan. & July.	pleas.	34
						.. Fire Loan Stock of 1838.....	503,544	6	J. A. J. & O.	1870	
						.. Funding Stocks 1866 and 1869.....	143,114	6	Jan. & July.	77-90	
						.. Fire Loan Bonds of 1838.....	481,944	5	"	1869	
						.. New State House Bonds 1853-'66.....	298,000	6	"	71-86	
						.. Blue Ridge R. R. Bonds 1854.....	966,000	6	"	74-75	
						.. Funding Bonds, 1863.....	930,000	6	"	87-97	
						.. .. 1869.....	1,631,000	6	April & Oct.	1888	
						.. .. 1869.....	1,189,400	6	Jan. & July.	1888	32
						.. .. 1869.....	2,030,000	7	"	1888	30
						.. Conversion Bonds 1869.....	7,606,000	6	"	1888	
						.. .. 1870.....	343,000	6	April & Oct.	1889	33
						.. Railroad Aid Bonds.....	4,797,608	6	Various.	90-89	
						<b>Tennessee—(\$20,966,382):</b>					
						.. Railroad, &c., Bonds.....	15,767,922	6	Jan. & July.	92-00	67
						.. State Bonds (direct).....	4,819,544	6	April & Oct.	69-99	
						.. State Endorsements.....	2,197,000	6	Jan. & July.	1900	
						.. Funded Interest Bonds.....	4,598,035	6	"	1914	72
						<b>Texas—(\$3,715,979):</b>					
						.. Frontier Protection (gold) Bonds, 1870.....	700,000	7	Mar. & Sept.	90-10	
						.. Deficiency Bonds, 1871.....	357,000	10	"	1876	90
						.. State Bonds.....	197,000	6	Jan. & July.	76-91	
						.. Railroad Aid Bonds.....	1,763,317	6	"	var.	
						<b>Vermont—(\$225,600):</b>					
						.. War Loans of 1864, '63 and '68.....	225,500	6	June & Dec.	74-76	
						<b>Virginia—(\$45,718,112):</b>					
						.. Funded under act of 1871.....	20,273,730	6	Jan. & July.	long.	34
						.. Funded under act of 1872.....	1,764,747	5	"	"	
						.. Sterling Bonds.....	2,727,562	5	"	"	



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$ 940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold)...	\$ 4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Albany loans (Alb. & W. Stkbg.)...	103,000	6	Jan. & July.	Boston.	1876	....
2d Mortgage.....	2,673,000	8	"	"	1889	....	Dollar Bonds (Western R. R.)...	665,000	6	April & Oct.	"	1875	96 1/2
Receiver's Bonds for \$1,200,000.	450,000	7	"	"	....	....	Currency bonds of Feb. 1, 1872.	4,790,000	7	Feb. and Aug.	"	1892	107 1/2
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.)...	400,000	6	Jan. & July.	Boston.	1884	85
Alabama Central:							1st Mortgage (Equalization)....	248,000	7	"	"	1889	....
1st Mortgage.....	1,900,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation)...	168,000	7	"	"	1890	91
Albany and Susquehanna:							Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1881	93
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	109	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	103	Sinking Fund Mortgage.....	543,000	6 1/2	Jan. and July.	Boston.	1889	....
3d Mortgage.....	434,000	7	May & Nov.	"	1881	106	1st Mortgage (22 1/2 m.) convertible	238,700	6	"	N. Y. & Bos.	1876	....
Albany Loan.....	935,000	6	"	"	1895	....	Consol. Mortgage for \$2,000,000.	966,400	7	Apr. and Oct.	Boston.	1893	103
Alexandria and Fredericksburg:							Boston, Hartford and Erie:						
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1892	....	1st Mortgage (old).....	600,000	7	Mar. and Sept.	Boston.	1884	....
Allegheny Valley:							1st Mortgage (Bordell).....	15,000,000	7	Jan. and July.	New York.	1900	22 1/2
General Mortgage.....	3,889,000	7 1/2	Jan. & July.	New York.	1896	92 1/2	1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	....
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	....	....	Mass. L. sec'd by \$4,000,000 Ber.)	3,600,000	7*	"	Boston.	1899	....
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	85 1/2	Boston and Lowell:						
American Central:							Bonds.....	200,000	6	Apr. and Oct.	Boston.	1879	....
1st Mort., guar. by C., B. & Q.	686,000	8	Jan. & July.	New York.	1878	....	Bonds of 1872 for \$1,000,000....	999,500	7	"	"	1892	107
Androscooggin:							Boston and Maine:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds of 1893 (coup. and reg.)...	2,834,500	7	Jan. and July.	Boston.	1893	107 1/2
Arkansas Central (narrow gauge):							Boston and Providence:						
1st Mortgage (\$12,000 p. m.)....	620,000	8*	Jan. & July.	Lond. or Ama.	1891	....	Bonds to purchase P., W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	108 1/2
2d Mortgage for \$1,200,000, guar.	700,000	7*	April & Oct.	New York.	1893	....	Brunswick and Albany:						
Ashabula, Youngstown & Pitts.							1st Mort. (gold) end. by G. tax fr.	3,430,000	6*	Apr. and Oct.	New York.	1900	....
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
Atchison and Nebraska:							Buffalo, Bradford and Pittsburg:						
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
Atchison, Topeka and Santa Fe:							Buffalo, Corry and Pittsburg:						
1st Mortgage (gold).....	7,042,500	7*	Jan. & July.	New York.	1899	70 1/2	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
Land Grant Mortgage (gold)....	3,521,000	7*	April & Oct.	Boston.	1900	69	Buffalo and Erie:						
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	"	1902	....	Mort. bonds (ass'd by LS & MS)	200,000	7	Jan. and July.	New York.	1882	....
Consolidated Mortgage (gold)...	976,000	7*	April & Oct.	N. Y. or Bos.	1903	37 1/2	Mort. bonds ( " " )	300,000	7	March & Sept.	"	1886	....
Atlanta and Richmond Air Line:							Mort. bonds ( " " )	3,000,000	7	Apr. and Oct.	"	1898	104 1/2
1st Mortgage (guar. by Georgia).	4,240,000	8	Jan. & July.	New York.	1900	64	Buffalo, New York and Erie:						
Atlantic and Great Western:							1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	86
1st Mortgage (gold).....	14,414,980	7*	Jan. & July.	N. Y. or Lond.	1902	....	Buffalo, New York & Phila.:						
2d Mortgage (gold).....	8,707,200	7*	March & Sept.	"	1902	....	1st Mortgage.....	2,296,000	6	Jan. & July.	New York.	1896	....
3d Mortgage (gold) Income.....	28,780,214	7*	May & Nov.	"	1902	....	2d Mortgage for \$1,000,000....	281,500	10	"	"	1893	....
Atlantic and Gulf:							Burlington, Cedar Rapids & Minn.:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage, stg., skg. fund....	5,430,000	7*	May & Nov.	N. Y. & Lond.	1919	47
Sectional (S. A. & G. R. R.) bonds	310,000	7	"	"	var.	....	1st Mort., (gold) Mil. Div.....	2,200,000	7*	Feb. and Aug.	"	1902	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	"	1888	....	Burlington and Missouri River:						
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	"	"	1889	....	Land and R. R. Mortgage.....	4,898,350	7	April & Oct.	N. Y. & Bos.	1893	102 1/2
Atlantic and Lake Erie:							Stock Bonds pref. 2d lien.....	591,000	7	Jan. & July.	Boston.	1875	103 1/2
1st Mort. (gold) for \$5,000,000....	....	7	Jan. & July.	New York.	1901	....	Stock Bonds pref. 3d lien.....	441,000	8	"	"	1878	....
Atlantic, Miss. and Ohio (428 m.)...	....	7	Jan. & July.	New York.	1901	....	Stock (common) Bonds.....	340,000	8	April & Oct.	N. Y. & Bos.	1879	106
1st Mortgage for \$15,000,000....	5,470,000	7*	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	333,000	8	Jan. & July.	"	1894	106 1/2
2d Mort. to State (no int. till '80).	4,000,000	....	"	"	....	....	Stock (common) Bonds.....	417,000	8	"	"	1889	....
Atlantic and Pacific:							Burlington and Mo. Riv. in Neb.:						
Land Mortgage gold bonds.....	2,836,500	6*	Jan. & July.	New York.	1888	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bos.	1894	100 1/2
2d Mortgage for \$3,000,000 (gold)	1,958,000	6*	May & Nov.	"	1891	....	Bonds convertible until 1892....	600,000	8	"	Boston.	1883	....
1st Mort. (So. Pac. R. R.) assumed	7,189,000	6*	Jan. & July.	"	1888	....	Burlington and Southwestern:						
1st Mort. (Central Div.) gold....	1,189,500	6*	May & Nov.	"	1891	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1896	....
Equipment Bonds.....	674,000	10	June & Dec.	"	1883	....	Cairo and Fulton (Arkansas):						
Atlantic and St. Lawrence:							1st Mort. (R. R. and lands) S. F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....	Cairo and St. Louis (3 ft. gauge):						
2d Mortgage (sterling) of 1864....	1,499,966	6*	April & Oct.	"	1884	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
3d Mortgage (sterling) of 1871....	713,000	6*	May & Nov.	"	1891	....	Cairo and Vincennes:						
Portland City Bonds, 1st M., s. f.	787,000	6	"	Portland.	1886	....	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
Augusta and Savannah:							2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	....
1st Mortgage.....	123,500	7	"	Savannah.	....	....	California and Oregon (Cen. Pac.):						
Avon, Genesee & Mt. Morris (Erie):							1st Mortgage (gold).....	6,000,000	6*	Jan. & July.	New York.	1899-91	....
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1883	....	California Pacific:						
Bald Eagle Valley:							1st Mortgage, sinking fund....	2,250,000	7*	Jan. & July.	New York.	1889	....
1st Mortgage.....	360,000	6	Jan. & July.	Philadelphia.	1881	....	2d Mortgage (end. by Cen. Pac.)	1,600,000	6*	June & Dec.	"	....	....
2d Mortgage.....	100,000	7	"	"	1884	....	Camden and Amboy:						
Baltimore and Ohio:							Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	101
Loan of 1855-75.....	857,250	6	Jan. & July.	Baltimore.	1875	101	Loan of 1883.....	1,700,000	6	Feb. & Aug.	"	1883	98
Loan of 1850-80.....	579,500	6	"	"	1880	102 1/2	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	95 1/2
Loan of 1853-85.....	1,710,500	6	April & Oct.	"	1885	104	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	103 1/2
Loan of 1855-90 (Balt.) skg. fd.	3,461,146	6	Jan. & July.	"	1890	....	Sterling Loan, S. F. (£262,000).	1,286,050	6*	Feb. & Aug.	London.	1880	....
Loan of 1870-95 (stg.) skg. fund.	3,620,320	6*	March & Sept.	London.	1895	....	Camden and Atlantic:						
Loan of 1872-1902 (stg.) S. F.	9,498,016	6*	"	"	1902	....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	106
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	100	2d Mortgage of 1884.....	500,000	7	April & Oct.	"	1879	105 1/2
Baltimore and Potomac:							Camden and Burlington County:						
1st Mort. (Tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	91
1st Mortgage (R. R.) gold guar...	3,000,000	6*	April & Oct.	"	1911	....	Canada Southern:						
Bangor and Piscataquis:							1st Mort. (skg. fd.) d for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	60
1st Mortgage (Bangor loan) ....	600,000	6	April & Oct.	Boston.	1899	....	Cape Girardeau and State Line:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mortgage (gold).....	1,000,000	7	Jan. & July.	Cape Girardeau	1891	....
Bay City and East Saginaw:					</								

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):	\$ 700,000	7	Feb. & Aug.	New York.	1891	....	Chicago and Milwaukee Railway:	\$ 1,642,000	7	Jan. & July.	New York.	1898	95 1/2
1st Mortgage, 1st Div. \$10,000 p.m.	682,000	7	"	"	1894	....	1st Mort., guar. by C. and N.W.						
1st Mortgage 2d Div. \$10,000 p.m.	2,400,000	7	May & Nov.	"	1916	87 1/2	Chicago and Mich. Lake Shore:						
1st Mortgage 3d Div. \$16,000 p. m.							1st Mortgage.....	500,000	8	March & Sept.	New York.	1889	....
Central Branch Union Pacific:							1st Mortgage.....	2,500,000	8	Jan. & July.	Boston.	1830	....
1st Mort. (Atch. & Pike's Peak).	1,000,000	6*	May & Nov.	New York.	1895	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
2d Mortgage Governm't at 4 1/2%.	1,600,000	6	Jan. & July.	"	1895	....	1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Central of Georgia:							Chicago, Milwaukee and St. Paul:						
1st Mortgage.....	993,000	7	March & Sept.	New York.	1875	....	1st Mort. (Mil. and St. Paul R'y)	5,527,000	7	Jan. & July.	New York.	1893	....
General Mort. for \$5,000,000....	1,672,000	7	Jan. & July.	N.Y. & Savan.	1893	....	2d Mort. ( " )	1,191,000	7	April & Oct.	"	1884	77
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1880	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1880	80
Central of Iowa:							1st Mort. (East. Div. Palmer.)	781,500	8	May & Nov.	"	1874	....
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	76 1/2
2d Mortgage, gold, \$4,000 p. m..	925,000	7*	April & Oct.	"	1901	....	1st Mort. (Minnesota Central.)	190,000	7	"	"	1870	....
Central of New Jersey:							1st Mort. (St. Paul Division.)	4,000,000	7	"	"	1902	82
Convertible bonds of 1872.....	4,770,700	7	May & Nov.	New York.	1902	108 1/2	1st Mort. (Iowa and Dak. Div.)	1,008,000	7	"	"	1870	77
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	110	1st Mort. (Prairie du Chien Div.)	3,874,000	8	Feb. & Aug.	"	1898	107
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....	2d Mort. ( " )	1,315,000	7 1/2	"	"	1898	90
Loan of Lehigh & Nav. Co. (aust'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (Illa. and Iowa Div.)	37,000	7	Jan. & July.	"	....	....
Consol. Mort. for \$25,000,000....	6,063,900	7	"	New York.	1899	105 1/2	1st Mort. (Hast. and Dak. Div.)	1,350,000	7	"	"	....	80
Central Ohio (B. and O.):							Income bonds (Mil. and St. Paul)	20.0	7	April & Oct.	"	....	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	93 1/2	Milwaukee City Loan.....	230,500	7	March & Sept.	"	1873	....
Central Pacific of California:							1st Mort. (Mil. and Western)....	234,000	7	Jan. & July.	"	1891	....
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'99	98 1/2	Real Estate Purchase.....	148,500	7	"	"	....	....
Convertible 20 years bonds, gold	1,483,000	7*	"	"	1883	100 1/2	Equipment and Bridge Bonds..	245,000	10	June & Dec.	"	1883	....
State Aid B'ds (Int. by State) gold	1,500,000	7*	"	"	1884	105	Consol. Mort. for \$35,000,000....	.....	7	Jan. & July.	"	1904	72 1/2
2d Mort. (Governm't Subsidy)	27,855,680	6	"	U.S. Treasury.	'95-'99	99	Chicago and Northwestern:						
1st Mort. (Western Pacific) gold	2,735,000	6*	"	New York.	1899	90	Preferred sinking fund (193 m.)	1,242,700	7	Feb. & Aug.	New York.	1885	101
1st Mort. (Calif. & Oregon) gold	7,497,000	6*	"	"	1892	87	General 1st Mortgage (193 m.)	3,588,000	7	"	"	1885	97
1st Mort. (S. Fr. Okla. & Ala.)..	500,000	8*	"	San Francisco	1890	....	Funded coupons (193 m.).....	743,300	7	May & Nov.	"	1883	100
1st Mort. (San Joaquin V.D.) gold	6,090,000	6*	April & Oct.	New York.	1900	88 1/2	Appleton Ext. (23 m. & 76,000 ac.)	147,000	7	Feb. & Aug.	"	1885	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	"	"	1900	....	Green Bay Ext. (28m & 76,000 a.)	282,000	7	"	"	1885	....
Central Vermont:							1st Mort. (Gal. & Chi. U.) 248 m.	1,693,000	7	"	"	1882	104 1/2
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	20	2d Mort. (Gal. & Chi. U.) 248 m.	854,000	7	May & Nov.	"	1875	102 1/2
2d Mort., Consol. ( " )	1,500,000	7	June & Dec.	"	1891	6	Elgin and State Line.....	128,000	6	Jan. & July.	"	1878	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	56	Mississippi River Bridge.....	190,000	7	"	"	1884	....
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	54	1st Mortgage (Peninsula).....	331,000	7	March & Sept.	"	1898	95
Equipment Mort. (Vt. Central).	1,000,000	8	"	"	'76-'77	60	Consol. skg fund (C. & N.W. R'y)	3,280,000	7	F. M. A. & N.	"	1915	90 1/2
Equipment Mort. ( " )	1,000,000	8	"	"	1889	60	General Consol. Gold Bonds...	8,995,000	7*	June & Dec.	"	1902	83 1/2
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	60	1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	"	1911	....
Missisquoi R.R. ( " )	500,000	7	"	"	1891	39	1st Mort. S.F. (Memominee Ext.)	2,700,000	7*	June & Dec.	"	1911	....
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	2d Mort. (Mil. & Chi. R. R.) guar.	97,500	7	"	"	1898	....
Charleston and Savannah:							1st Mort. (Chic. & Mil. R.W.) guar.	1,642,000	7	Jan. & July.	"	1898	95 1/2
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	"	"	1888	....
Funded Interest on 1st Mort.....	157,400	7	"	"	1889	....	Chicago, Portage and Superior:						
Charlotte, Columbia & Augusta:							1st M.s.f. (Chi. & N. Pac. Air-L.)	25,000pm	7*	June & Dec.	New York.	1902	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	....	Chicago, Omaha and St. Joseph:						
Chartiers:							1st Mortgage for \$8,000,000....	.....	8	April & Oct.	New York.	1901	....
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chicago and Paducah (C. B. & Q.)						
Cheraw and Darlington:							1st Mortgage \$26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chi., Pekin & Southw'n (C.B. & Q.)						
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Cherry Valley, Sharon and Alb.							Chicago, Rock Island and Pacific:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mortgage skg. fund.....	9,000,000	7	Jan. & July.	New York.	1896	107 1/2
Chesapeake and Ohio:							Chi. & Southw'n (C. R. I. & Pac.)						
1st M. (gold) skg fd for \$15,000,000	15,000,000	6*	May & Nov.	New York.	1899	43	1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mort. Extension (con. or reg)	4,758,000	7*	Jan. & July.	"	1902	....	1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	"	1901	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	....	Chicago, Wisconsin & Canada:						
3d Mort. ( " ) coupon.....	918,000	6	"	"	1884	....	1st Mort. gold, skg fd for \$410,000	.....	7*	Jan. & July.	New York.	1902	....
Income ( " ) coupon.....	300,000	8	"	"	1876	....	Chicago and Superior:						
Funded Interest, coupon.....	160,500	8	"	"	1877	....	1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
Cheshire:							1st Mortgage (gold) for \$5,000,000	.....	7*	Jan. & July.	"	1902	....
Coupon bonds (no Mort.).....	803,800	6	Jan. & July.	Boston.	'75-'80	93 1/2	Chillicothe and Brunswick:						
Chester Creek (Phil. & Balt. Cent.)							1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
1st Mort., guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	Cincinnati, and Baltimore:						
Chester and Tamaroa:							1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	90
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....	Cincinnati, Hamilton and Dayton:						
Chicago and Alton:							1st Mortgage of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....
1st Mortgage, pref. sinking fund.	77,000	7	May & Nov.	New York.	1877	....	2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....
2d Mortgage Income.....	2,383,000	7	Jan. & July.	"	1893	109	3d Mortgage of 1867.....	400,000	8	June & Dec.	"	1877	....
1st Mortgage Income.....	1,087,000	7	April & Oct.	"	1883	103	Cincinnati, Ham. & Ind. (C. H. & D.)						
Consol. Bonds (\$200 sig. each).	2,919,900	6*	Jan. & July.	London.	1903	....	1st Mort. guar. for \$2,500,000....	1,846,000	7	Jan. and July.	New York.	1903	....
1st Mort. (St. L. J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	101	Cincinnati, Lafayette and Chi.						
2d Mort. ( " )	188,000	7	Jan. & July.	"	1898	....	1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	....
1st Mort. (Louisiana and Mo.)..	4,300,000	7	Feb. & Aug.	"	1900	90	Cincinnati and Martinsville:						
Chicago, Burlington and Quincy:							1st Mort., guar. by L. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	112 1/2	Cincinnati & Muskingum Valley:						
Trust Mortgage, skg fund conv..	150,000	8	"	"	1883	....	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	"	1890	....	Cincinnati, Richmond & Chicago:						
Loan of 1872.....	7,029,875	7	Jan. & July.	Boston.	1896	103 1/2	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	"	New York.	1878	....	2d Mortgage " " "	65,000	7	"	"	1889	....
1st Mort. (Car. and Burl.) guar.	600,000	8	May & Nov.	"									



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Mt. Vernon and Delaware:							Detroit & Bay City (Mich. Cent.):						
1st Mortgage gold.....	1,300,000	7*	Jan. & July.	New York.	1900	....	1st Mort. (\$424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	....
2d Mortgage.....	1,000,000	7	"	"	1902	....	Detroit, Eel River and Illinois:						
Clev., Painesville & Ashabula:							1st Mortgage for \$22,000 p.m....	1,826,000	8	Jan. & July.	New York.	1891	....
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	100 1/4	Detroit, Hillsdale and Indiana:						
3d Mortgage ( " )	1,000,000	7	April & Oct.	"	1892	....	1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1890	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	"	1881	....
1st Mort. a.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	106	Detroit, Lansing and Lake Mich.:						
2d Mortgage ( " )	860,000	7	April & Oct.	"	1886	100	1st Mortgage.....	3,219,000	8	April & Oct.	Boston.	1896	....
Colebrookdale:							1st Mortgage (on Branches)....	875,000	8	June & Dec.	"	1897	....
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	....	2d Mortgage.....	1,359,000	8	Feb. & Aug.	"	1893	44 1/2
Colorado Central (3 ft. gauge):							1st Mort. (Lonin and Lansing)...	770,000	8	Jan. & July.	New York.	1889	....
1st Mortgage.....	225,000	5*	June & Dec.	Boston.	1890	....	2d Mort. ( " )	81,000	8	May & Nov.	"	1880	....
Columbus, Chicago & Ind. Cent.:							Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage Consol. skg fund....	10,333,000	7	April & Oct.	New York.	1908	52 1/2	1st Mortgage (D. & M.R.'y)....	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage skg fund.....	3,747,000	7	Feb. & Aug.	"	"	19	2d Mortgage ( " )	1,000,000	8	"	"	1875	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	'93-'95	68	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....
2d Mort. ( " )	244,400	7	Jan. & July.	"	"	....	2d Funded Coup. ( " )	375,734	7	May & Nov.	"	1875	....
Income conv. ( " )	2,554,000	7	Feb. & Aug.	"	1890	....	1st Mort. (Det. & Pontiac R.R.)	150,000	7	April & Oct.	"	1879	....
1st Mort. (Cln. and Chi. Air-L.)	194,100	7	"	"	1890	....	2d Mort. ( " )	100,000	7	Jan. & July.	"	1879	....
1st M. a.f. ( " )	39,650	7	May & Nov.	"	1896	....	3d Mort. ( " )	250,000	8	Feb. & Aug.	"	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	"	1886	....
2d Mort. ( " )	821,000	10	May & Nov.	"	1904	....	Bonds of June 30, 1866.....	1,702,317	6-7	Jan. & July.	"	1886	....
1st M. (Col. & Ind.) 1st & 2d pref.	103,500	7	"	"	1883	....	Detroit, Mon. & Tol. (L.Sh. & M.S.):						
2d Mortgage (Ind. Central).....	669,500	7	"	"	1882	....	1st Mortgage Aug. 1, 1856.....	924,000	7	Feb. & Aug.	New York.	1876	98 1/2
1st Mort. (Tol. Logansport & Bur.)	554,500	7	Feb. & Aug.	"	1884	....	Dixon, Peoria and Hannibal:						
Income ( " )	74,024	7	"	"	"	....	1st Mort., guar. by C., B. and Q.	800,000	8	Jan. & July.	New York.	1889	102
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1905	....	Dubuque and Sioux City:						
Columbus, Springfield and Cin.:							1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1883	100
1st M. (assumed by Cln., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	Dubuque Southwestern:						
Columbus and Hocking Valley:							1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	1st Mortgage, preferred.....	78,500	7	Jan. & July.	"	1883	....
1st M. on Branch (& 2d on main)	200,000	7	Jan. & July.	"	1880	....	Dunkirk, Allegheny Val. & Pittab.:						
General Mortgage.....	469,100	7	"	"	1892	....	1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Columbus and Xenia:							Dutchess and Columbia:						
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
Connecticut and Passumpsic Riv.:							East Alabama and Cincinnati:						
New Mortgage for \$1,500,000....	602,500	7	April & Oct.	Boston.	1893	96	1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	"	1890	....
1st Mortgage sinking fund.....	298,500	6	June & Dec.	"	1876	....	East Brandywine & Waynesboro:						
Coupon Notes.....	634,000	7	"	"	'76-'81	90	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
1st Mort. (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1876	....	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	102
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	92
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage.....	190,000	4	"	"	'82-'87	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	....
1st Mortgage tax free.....	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....	Company Bonds (E.T. & Ga. old)	635,000	6	Jan. and July.	"	'80-'85	....
Connecting (Philadelphia):							Company Bonds ( " new)	155,400	6	"	"	1876	....
1st Mort. ABCD & E \$200,000 each	931,000	6	March & Sept.	Philadelphia.	1,2,3,4.	91	Eastern (Mass.):						
Cooperstown and Susq. Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	85
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	....
Cowanesque Valley:							Loan of 1867-'87.....	890,000	7	March & Sept.	"	1887	92 1/2
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....	Loan of 1868-'88.....	1,000,000	6	March & Sept.	"	1888	....
2d Mortgage.....	100,000	7	May & Nov.	"	1882	....	Loan of 1869-'89.....	500,000	6	May & Nov.	"	1889	....
Cumberland & Penn. (Consol. Coal):							Loan of 1872-'82.....	1,558,000	7	various.	"	1882	92 1/2
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Loan of 1873-'83.....	878,900	6	March & Sept.	"	1893	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	"	1888	....	New Bonds.....	1,000,000	7	"	"	1892	....
Cumberland Valley:							Sterling Sink. Fd. Bonds.....	3,000,000	6*	March & Sept.	London.	1893	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Eastern Shore (Md.):						
2d Mortgage.....	109,500	8	"	"	1908	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Plain bonds.....	81,800	6	"	"	1884	....	2d Mortgage.....	200,000	6	April & Oct.	"	1886	....
Danbury and Norwalk:							Elizabethtown and Paducah:						
Mortgage Bonds of 1870.....	100,000	7	Jan. & July.	New York.	1880	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1 70-'72.....	400,000	7	"	"	'90-'92	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	101
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2802	63
2d Mortgage.....	300,000	7	"	"	1885	....	Erie Railway:						
Danv., Urb., Bloom'gton & Pekin:							1st Mortgage.....	2,485,000	7	May & Nov.	New York.	1897	106
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....	2d Mortgage convertible.....	2,174,000	7	March & Sept.	"	1879	103 1/2
Davenport and St. Paul:							3d Mortgage.....	4,582,000	7	"	"	1883	99
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....	4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	90 1/2
Dayton and Michigan (C.H. & D.):							5th Mortgage convertible.....	709,500	7	June and Dec.	"	1888	97
1st Mortgage sinking fund guar.	1,885,000	7	Jan. & July.	New York.	1884	....	Buffalo Branch, 1st mortgage...	182,500	7	Jan. & July.	"	1891	....
2d Mortgage, guar.....	441,000	7	March & Sept.	"	1887	....	Sterling loan (\$1,000,000) conv.	4,580,000	7*	March & Sept.	London.	1875	....
3d Mortgage, guar.....	356,000	7	April & Oct.	"	1888	....	1st Consol. Mort. for \$30,000,000.	12,076,000	6*	"	N.Y. & London.	1920	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'81-'94	....	2d Consol. Mort. for \$40,000,000.	15,000,000	7*	June and Dec.	London.	1894	....
Dayton and Union:							Long Dock Co's Mortgage.....	3,000,000	7	"	New York.	1893	106
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	Convertible bonds.....	10,000,000	7*	April & Oct.	London.	1903	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....	Erie and Pittsburg (Penn.):						
Income Bonds.....	252,445	6	"	"	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
Dayton and Western (L. M. R.R.):							2d Mortgage.....	92,800	7	April & Oct.	"	1890	....
1st Mortgage (assumed).....	189,000	7	Jan. & July.	New York.	1895	....	Consolidated Mortgage.....	2,192,000	7	Jan. & July.	"	1893	....
1st Mortgage ( " )	463,000	6	"	"	1885	....	Equipment Mortgage.....	750,000	7	April & Oct.	"	1890	....
Decatur, Sullivan and Mattoon:							European & N. American (Me.):						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....	Bangor City Bonds (1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
Delaware (P. W. and Balt.):							1st L.M. & 1st on 50, & 2d on						

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:	\$						Huntingdon and Broad Top Mt.:	\$					
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philade'phia	1890	108 1/2
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	101
1st Mort. (Flushing and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895	55
1st Mort. (Central of L. I.).....	1,000,000	7	.....	"	"	....	<b>Illinois Central:</b>						
1st Mort. (Cent. R. R. Exten.)...	200,000	7	May and Nov.	"	1903	....	Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	103 1/2
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	....	Construction bonds, coin.....	332,000	6*	"	N. Y. & Lond.	1875	....
Sterling Loan.....	1,500,000	6*	.....	London.	....	....	Redemption bonds, currency....	2,500,000	6*	"	New York.	1890	....
<b>Fonda, Johnston &amp; Gloversville:</b>							Redemption bonds, sterling....	2,500,000	6*	"	London.	1875	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	Sterling Bonds, Sinking Fund..	5,000,000	5*	"	"	1903	....
<b>Fort Wayne, Jackson &amp; Saginaw:</b>							<b>Illinois Grand Trunk (C. B. &amp; Q.):</b>						
1st Mortgage, traffic guarantee...	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage guaranteed.....	960,000	6	April & Oct.	Boston.	1890	104
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indiana and Illinois Central:						
<b>Fort Wayne, Muncie &amp; Cin.:</b>							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	Indiana North and South:						
2d Mortgage.....	500,000	8	"	"	1895	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
<b>Framingham and Lowell:</b>							Indianapolis, Bloomington & West:						
1st Mortgage.....	500,000	7	May & Nov.	Boston.	1891	85 1/2	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	34
<b>Frederick and Pennsylvania Line:</b>							2d Mortgage Extension gold....	2,000,000	7*	Jan. & July.	"	1912	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	2d Mortgage.....	1,500,000	8	"	"	1890	....
<b>Fremont, Elkhorn &amp; Mo. (S.C. &amp; P.):</b>							<b>Indianapolis and Madison:</b>						
1st Mortgage.....	600,000	7	April & Oct.	.....	1901	....	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
<b>Galena &amp; Chic. Union (C. &amp; N. W.):</b>							<b>Indianapolis &amp; Vincennes:</b>						
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	104 1/2	1st Mortgage guar. by Pa. Co....	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage.....	949,000	7	May & Nov.	"	1875	102 1/2	2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	"	1900	....
<b>Galv., Harrisburg &amp; San Antonio:</b>							<b>International and Gt. Northern:</b>						
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	1st Mortgage a.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	73
<b>Galveston, Houston &amp; Henderson:</b>							Convertible B'ds ( " )	1,473,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	....	1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7*	Jan. & July.	"	1900	....
<b>Geneva, Ithaca and Athens:</b>							Convert. B'ds ( " )	1,677,000	8	Feb. & Aug.	"	1892	....
1st Mortgage, skg. fd., guar....	600,000	7*	Jan. and July.	New York.	1890	....	<b>Indianapolis, Cin. and Lafayette:</b>						
<b>Georgia (and Banking):</b>							1st Mortgage (Ind. & Cin.) of 1888	1,600,000	7	April & Oct.	New York.	1888	....
Company bonds (debentures)...	608,000	7	Jan. & July.	Augusta	'74-'90	....	1st Mortgage (I. C. & L. F.) of 1867	2,792,000	7	Feb. & Aug.	"	1897	....
<b>Gilman, Clinton &amp; Springfield:</b>							1st Mortgage ( " ) of 1869	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	1st Mortgage (Cin. & Indiana)	499,000	7	"	"	1882	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	2d Mort. guar. ( " )	1,490,000	7	Jan. & July.	"	'77-'87	....
<b>Goshen and Deckertown (Erie):</b>							<b>Indianapolis and St. Louis:</b>						
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....		7	Jan. & July.	New York.	1919	....
<b>Grand Rapids &amp; Indiana:</b>							1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
1st Mortgage L. G. guar. gold...	4,000,000	7*	Jan. & July.	New York.	1899	....	1st Mortgage.....		7	April & Oct.	"	1919	....
1st Mort. L. G. not guar. gold...	3,224,000	7*	April & Oct.	"	1899	....	2d Mortgage.....	1,000,000	7	"	"	1900	....
<b>Grand River Valley (Mich. C.):</b>							Equipment Mortgage.....	378,000	10	Jan. & July.	"	1881	81
1st Mort., assumed by Lessees...	1,500,000	8	Jan. & July.	New York.	1886	96	<b>Ionia and Lansing (D. L. &amp; L. M.):</b>						
2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	91 1/2	1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
<b>Grand Trunk (Can.):</b>							2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	<b>Iowa Falls and Sioux City:</b>						
Equipmt Bonds No. 2 £500,000...	2,500,000	6*	Jan. & July.	"	1920	....	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	<b>Iowa Midland (C. &amp; N. W.):</b>						
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	87
2d Preference Bonds £2,327,808	11,639,040	4*	"	"	"	....	<b>Irontrout (Penn.):</b>						
3d Preference Bonds £7,133,910	35,519,550	4*	"	"	"	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia	1875	....
Provincial Debenture's £3,111,500	15,557,500	.....	.....	Ottawa.	....	....	<b>Ithaca and Athens (Penn.):</b>						
<b>Great Western of Canada:</b>							1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	96
Mortgage Bonds £127,000.....	635,000	6	Jan. & July.	London.	1876	....	<b>Jackson, Lansing &amp; Saginaw (M.C.):</b>						
Mortgage Bonds £547,000.....	2,735,000	5 1/2	April & Oct.	"	'77-'78	....	1st Mortgage guar.....	1,450,000	8	Jan. & July.	New York.	1885	92
New Bonds £1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	1st Mort. (Northern Ext.) guar.	848,000	8	May & Nov.	"	1890	....
Debenture Bonds £1,743,160...	8,715,500	5	Jan. & July.	"	Perp.	....	2d Mortgage guar.....	289,000	8	March & Sept.	"	1878	....
<b>Great Western Railway of 1869:</b>							Consolidated Mortgage (236 m.)	18,000 pm	8	"	"	1891	95 1/2
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	79 1/2	<b>Jacksonville, South West &amp; S. East:</b>						
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	56	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
<b>Green Bay and Minnesota:</b>							<b>Jacksonville, Pensac. and Mobile:</b>						
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	.....	1900	....	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
<b>Greenville and Columbia:</b>							2d Mortgage.....	3,000,000	8	"	"	1899	....
1st Mortgage guar. by S. Car....	1,428,546	7	Jan. & July.	Columbia.	'81-'86	....	<b>Jameson &amp; Frank (L. S. &amp; M. So.):</b>						
1st Mortgage not guaranteed....	376,769	7	"	"	'81-'86	....	1st Mortgage guaranteed.....	468,000	7	Jan. & July.	New York.	1897	....
<b>Greenwich and Johnsonville:</b>							2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	<b>Jefferson (Erie):</b>						
<b>Gulf, Western Texas and Pacific:</b>							1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	90
1st Mortgage (Construction)....	1,388,000	7*	Jan. & July.	.....	1902	....	2d Mort. ( " )	84,000	7	"	"	1889	....
<b>Hannibal and Naples (T. W. &amp; W.):</b>							1st Mort. (Carbondale Section).	2,000,000	7	"	"	1889	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1888	45	<b>Jeffersonville, Madison &amp; Indian:</b>						
2d Mortgage.....	125,000	7	Jan. & July.	"	1890	....	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
<b>Hannibal &amp; Cent. Mo. (T. W. &amp; W.):</b>							2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	70	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
2d Mortgage.....	250,000	7	"	"	1892	....	<b>Jersey City and Albany:</b>						
<b>Hannibal and St. Joseph:</b>							1st Mortgage.....	.....	7*	Jan. & July.	New York.	1913	....
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'77-'94	....	1st Mortgage (Ridgely Park).	300,000	7	May & Nov.	"	1912	....
Missouri State Loan.....	1,500,000	6	"	"	'87-'88	95 1/2	<b>Joliet and Chicago (C. &amp; Alton):</b>						
Fifteen years' bonds (277 m.)...	2,714,000	8	March & Sept.	"	1885	81 1/2	1st Mortgage skg fund guar....	336,000	8	Jan. & July.	New York.	1882	108
1st Mort. (Q. & Palm. R. R. 15 m.)	500,000	8	Feb. & Aug.	"	1892	....	<b>Junction, Philadelphia:</b>						
1st Mort. (K. City & Cam. RR 55 m.)	1,200,000	10	Jan. & July.	"	1886	....	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia	1882	94 1/2
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	90
<b>Harlem Extension:</b>							<b>Junction and Breakwater:</b>						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
<b>Harrisburg &amp; Lancaster:</b>							<b>Kalamazoo, Allegan &amp; Gr. Rapids:</b>						
1st Mortgage guar. by Pa. R.R....	700,000												



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	
			When.	Where.						When.	Where.			
<b>Kansas Pacific:</b>							<b>Louisville, Cincin. and Lexington:</b>							
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	....	
1st Mort. (2d Div. 253.94 m.) gold..	4,083,000	6*	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br...	3,000,000	7	"	"	"	1897	....
1st M. (3d Div. 244.66m. & 3,000,000a)	6,432,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	875,000	8	April & Oct.	"	"	1900	....
1st Mort. (1,000,000 acres).....	246,000	7*	March & Sept.	N. Y. & St. Lo.	71-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	"	1881	....
1st Mort. (2,000,000 acres) gold....	1,751,750	7*	Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankf't)	39,900	6	"	"	"	73-78	....
2d Mort. ( " ) gold.....	1,500,000	7*	March & Sept.	"	1896	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	58,500	8	June & Dec.	"	"	1881	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	96-97	....	Louisville and Nashville:							
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	....	1st Mortgage (main line 185 m.)	326,000	7	Jan. & July.	New York.	1876	....	
<b>West County (Del.)</b>							1st Mortgage (Memp Br. 46.37m.)	96,000	7	May & Nov.	Louisville.	1875	....	
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	'80-'85	....	
<b>Kentucky Central:</b>							1st Mort. (Memphis and Ohio)....	3,500,000	7	June & Dec.	New York.	1901	....	
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	"	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	6,814,000	7	April & Oct.	"	"	1898	91
<b>Kentucky and Great Eastern:</b>							Louisville Loan.....	849,000	6	"	"	'86-'87	....	
Bonds for \$2,200,000.....	15,000pm	7*	Feb. & Aug.	New York.	1892	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	"	1886	....
<b>Keokuk and Des Moines:</b>							Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	....	
1st Mortgage.....	2,300,000	7	April & Oct.	New York.	1904	....	Louisv. N. Al. & St. Lo. Air-Line:							
Funded Interest.....	258,720	8	"	"	1884	....	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....	
<b>Keokuk and St. Paul (C.B. &amp; Q.):</b>							Macon and Augusta:							
1st Mortgage traffic guar.....	1,000,000	8	April & Oct.	Boston.	1879	101	1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....	
<b>La Crosse, Trempealeau &amp; Prescott:</b>							1st Mortgage not endorsed.....	100,000	7	"	"	"	1887	....
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....	Construct. Mort. end by Ga. R.R.	370,000	7	"	"	"	1879	....
<b>Laf. Blooming. &amp; Miss. (T.V. &amp; W.):</b>							<b>Macon and Brunswick:</b>							
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	59	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....	
<b>Laf. Muncie &amp; Bloom. (T.V. &amp; W.):</b>							1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	....	
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	60	2d Mortgage.....	1,100,000	7	April & Oct.	"	"	1889	....
<b>Lake Erie and Louisville:</b>							Equipment Mortgage.....	150,000	7	"	"	"	1879	....
1st Mortgage.....	300,000	7	April & Oct.	New York.	1892	....	<b>Madison and Portage:</b>							
2d Mortgage.....	500,000	7	Jan. & July.	"	1902	....	1st Mort. guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	....	
<b>Lake Ontario Shore:</b>							<b>Maine Central:</b>							
1st Mortgage (\$20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....	Consolidated Mortgage.....	545,800	7*	April & Oct.	Boston.	1912	....	
<b>Lake Shore &amp; Michigan South'n:</b>							\$1,100,000 Loan, tax free.....	756,800	7*	Jan. & July.	"	1898	91	
Sinking Fund Mortgage.....	1,600,000	7	April & Oct.	New York.	1879	....	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....	
Consol. Mort. S.F., Registered.	4,250,000	7	J. A. J. & O.	"	1900	100	1st Mort. (Belfast & Moosehead)	150,000	6*	May & Nov.	Belfast & Bost.	1890	....	
Consol. Mort. S.F., Coupon.....	1,200,000	7	Jan. & July.	"	1900	101	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.	'90-'91	....	
2d Consol. Mort. for \$25,000,000.	5,205,000	7	June & Dec.	"	1903	98	1st Mortgage (Ken. & Portland)	217,300	6	April & Oct.	Augusta.	1885	....	
Bonds of 1892 (Reg. & Coupon)	5,205,000	7	April & Oct.	"	1892	....	Consol. (Port. & Kennebec) Loan	1,188,700	6	"	Boston.	1895	....	
Lake Shore Dividend Bonds.....	1,498,000	7	"	"	1899	101	2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....	
Reg. Mort. (Clev., Pains. & Ash.)	1,000,000	7	Jan. & July.	"	1880	100	1st Mort. (Leeds & Farington)	633,000	6	Jan. & July.	"	1901	....	
3d Mort. ( " ) " " " " " "	1,000,000	7	April & Oct.	"	1892	....	Bath (Androscoggin) Loan.....	425,000	6	"	"	1891	....	
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	"	1885	107	<b>Mansfield &amp; Framing. (B.C. &amp; F.):</b>							
2d Mort. ( " ) " " " " " "	2,692,000	7	"	"	1877	103	1st Mortgage guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	88	
1st Mort. (Cleveland & Toledo)	1,593,000	7	Jan. & July.	"	1885	106	<b>Marietta and Cincinnati:</b>							
2d Mort. ( " ) " " " " " "	860,000	7	April & Oct.	"	1886	100	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....	
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	1st Mortgage Dollar.....	2,450,000	7	May & Nov.	Baltimore.	1891	105	
Mort. Bonds ( " ) " " " " "	300,000	7	March & Sept.	"	1888	....	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	94	
Mort. Bonds ( " ) " " " " "	3,000,000	7	April & Oct.	"	1898	104	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1890	79	
1st M. (Det'r, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	98	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....	
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....	
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	<b>Marietta and Pittsburg:</b>							
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....	
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	95	<b>Marquette, Houghton &amp; Ontonagon:</b>							
1st M. (Jamestown & Franklin)	468,000	7	"	"	1888	....	Income bond (Bay de N. & M.)	150,000	8	Jun. & Dec.	New York.	1875	....	
2d M. ( " ) " " " " " "	500,000	7	June & Dec.	"	1894	....	1st Mortgage (Marq. & Ont.)	1,780,000	8	"	"	1892	....	
<b>Lake Shore &amp; Tuscarawas Valley:</b>							1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	....	
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	'92-'03	....	
2d Mortgage.....	696,000	7	"	"	1892	....	<b>Massachusetts Valley (C. &amp; P. R.):</b>							
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	90	
<b>Lake Superior &amp; Mississippi:</b>							<b>Maryland and Delaware:</b>							
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph	1900	43	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....	
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	
Income Bonds.....	8,147,000	10	"	"	1902	....	Massillon & Cleve. (C.M. V. & D.)	100,000	7*	Jan. & July.	New York.	1890	....	
<b>Lawrence (P. F. W. &amp; Chi.):</b>							1st Mortgage guaranteed, gold..	500,000	7*	Jan. & July.	New York.	1890	....	
1st Mortgage guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	<b>Maysville and Lexington:</b>							
<b>Leavenworth, Atch. &amp; N. West'n:</b>							1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....	
1st Mort. guar. by Pac. of Mo.	500,000	7	April & Oct.	New York.	1899	....	<b>Memphis and Charleston:</b>							
<b>Leavenworth, Lawrence &amp; Galveston:</b>							1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....	
1st Mort. skg fund conv. gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	
1st Mort. (K. O. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	Tennessee State Loan.....	1,514,142	6	"	"	"	....	....
1st Mort. (Southern Kan.) guar	150,000	8	June & Dec.	"	1891	....	Income Bonds.....	600,000	10	March & Sept.	"	"	'73-'78	....
<b>Lehigh and Lackawanna:</b>							<b>Memphis and Little Rock:</b>							
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	....	
<b>Lehigh Valley:</b>							2d Mortgage.....	1,000,000	8	"	"	"	....	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	103	<b>Michigan Air Line (Mich. Cent.):</b>							
2d Mortgage for \$6,000,000.....	6,000,000	7	March & Sept.	"	1910	105	1st Mort. (E. Div.) assumed....	200,000	8	May and Nov.	New York.	1890	101	
General Mort. for \$40,000,000..	5,000,000	6*	June & Dec.	London.	1923	....	<b>Michigan Central:</b>							
<b>Lewish. Centre &amp; Spruce C. (P. &amp; E.):</b>							1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....	
1st Mortgage.....	1,545,000	7												

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (L. Sup. & M.):	\$						N.O. Jack. & Gt. N. (N.O. St. L. & C.):	\$					
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
Minnesota and North Western:							2d Mortgage for \$3,000,000.....	1,500,000	8	April & Oct.	"	1890	....
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	D. trot.	1890	....	Conso. Mort. for \$8,000,000.....	3,000,000	7*	Jan. & July.	"	1912	....
Mississippi Cent. (N.O. St. L. & Chl.):							New Orleans, Mobile and Texas:						
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1886	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	"	1915	....
General Mort. for \$8,000,000 gold	3,704,500	7*	May & Nov.	"	1912	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
Mississippi, Ouachita & Red Riv.:							New York, Boston and Montreal:						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....	1st Mortgage for \$12,250,000.....	6,617,500	7*	Feb. & Aug.	N. Y. or Lond.	1903	....
Mississippi and Tennessee:							New York & Canada (D. & H. C.):						
1st Mortgage.....	660,000	7	April & Oct.	Memphis.	1876	....	1st Mort. for \$800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
Consolidated Mortgage.....	1,264,000	8	Jan. & July.	"	'81-'93	....	New York Central & Hudson R.:						
Tennessee State Loan.....	430,547	6	.....	"	.....	....	Debt Certificates (N. Y. Cent.)	5,936,626	6	May & Nov.	New York.	1883	102
Mississippi Valley and Western:							Bonds for debts assm'd (N. Y. C.)	1,514,000	7	Feb. & Aug.	"	1876	101
1st Mortgage \$20,000 p. m.....	300,000	7	Feb. & Aug.	New York.	1902	....	Bonds for B. & N. F. st. k ( " )	74,500	6	May & Nov.	"	1883	....
Missouri, Iowa and Nebraska:							Bonds for R. R. Stocks ( " )	592,000	6	"	"	1883	96
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	Bonds for Real Estate ( " )	162,000	6	"	"	1883	99
Missouri, Kansas and Texas:							Bonds of 1864 renewed ( " )	2,431,000	6	June & Dec.	"	1887	99
1st Mort. (U. Pac. S. Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....	2d Mort. (Hudson River) S. F. ..	1,794,000	7	"	"	1885	100
1st Mort. (Teb. & Neosho) S. F. ..	362,000	7*	June & Dec.	"	1903	....	3d Mort. ( " )	159,000	7	May & Nov.	"	1875	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	....	Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	1891	....
Additional Consol. Mort.....	2,500,000	7	"	"	1905	....	1st Mort., coup. } for \$30,000,000	3,904,000	7	Jan. & July.	"	1903	113
Further Add. Consol. Mort.....	600,000	7	"	"	1906	....	1st Mort., reg'd } for \$30,000,000	9,733,333	6*	"	"	1903	110
Missouri River, Ft. Scott & Gulf:							1st Mort. Sterling for \$2,000,000				London.	1903	....
1st Mortgage, Land Grant, S. F. ..	5,000,000	10	Jan. & July.	New York.	1889	50	New York and Harlem:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	Consolidated Mortgage of 1863..	103,000	6	Feb. & Aug.	New York.	1893	....
Mobile and Girard:							Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	"	1881	....
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	Consolidated Mort. of 1872.....	6,822,000	7	May & Nov.	"	1900	110
2d Mortgage.....	300,000	8	"	"	1882	....	N. York, Housatonic & Northern:						
Mobile and Montgomery:							1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	....
1st Mort. endor. by State of Ala.	2,484,000	8*	May & Nov.	New York.	1900	....	New York, Kingston & Syracuse:						
2d Mortgage.....	800,000	8	"	"	1900	....	1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	....
Mobile and Ohio:							New York, N. Haven & Hartford:						
1st Mortgage Sterling.....	5,732,000	6*	May & Nov.	Mob. & Lond.	1883	....	1st Mort. (N. Y. and N. Haven)	1,059,500	6	April & Oct.	New York.	1875	102
Interest bonds.....	1,532,000	8	"	"	'76-'83	....	1st Mort. (Hartlem & Portchester)	1,000,000	7	.....	"	1903	....
Sterling Interest bonds.....	769,920	6*	"	"	1883	....	New York and Oswego Midland:						
Tennessee Subsidy Bonds.....	1,685,000	7*	Jan. & July.	N. Y. & Lond.	1901	....	1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
Special Mort. (Gainesville Br.)	53,000	8	May & Nov.	Mobile.	1877	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage.....	1,453,868	8	March.	"	1877	....	2d Mortgage non-convertible ..	1,500,000	7	"	"	1896	....
Consol. Mort. for \$15,000,000.....	847,975	7*	Jan. & July.	N. Y. & Lond.	1904	....	3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
Convertible 1 per cent. bonds.....	847,975	8	M. J. S. & D.	New York.	....	....	1st Mort., (West. Extension).....	2,425,000	7	.....	"	....	....
Montclair (N. Y. and O. Mid.):							Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....	New York, Providence & Boston:						
2d Mortgage.....	780,000	7	"	"	....	....	1st Mortgage.....	76,000	6	Feb. & Aug.	New York.	1878	....
Income Mortgage.....	888,400	7	"	"	....	....	Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....
Montgomery and Erie (Erie):							Extension Bonds.....	250,000	6	May & Nov.	"	'78-'81	....
1st Mortgage.....	127,000	7	May & Nov.	New York.	1888	....	General Mort. for \$1,000,000.....	827,000	7	Jan. & July.	"	1899	....
2d Mortgage.....	47,000	7	April & Oct.	"	1887	....	Norfolk & Petersburg (A. M. & O.):						
Montgomery and Eufaula:							1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	1st Mortgage.....	157,000	7	"	"	1877	....
1st Mortgage not endorsed.....	330,000	8	June and Dec.	"	1900	....	2d Mortgage.....	468,000	8	"	Norfolk.	1893	....
Monticello and Port Jervis:							1st Mortgage.....	375,000	8	May & Nov.	Co's Shops, N.C.	1878	....
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....	North Eastern (S. Car.):						
Morris and Essex (D. L. & W.):							1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
1st Mortgage sinking fund, guar.	6,000,000	7	May & Nov.	New York.	1914	111	2d Mortgage.....	225,500	8	"	"	1899	....
2d Mortgage guar.....	2,000,000	7	Feb. & Aug.	"	1891	104	North Missouri (St. L., K. C. & N.):						
Convertible bonds.....	383,900	7	Jan. & July.	"	1900	....	1st Mortgage.....	6,000,000	7	Jan. & July.	New York.	1895	85
Construction bonds of 1871.....	640,000	7	April & Oct.	"	1889	99	North Pennsylvania:						
General Mortgage.....	2,975,000	7	"	"	1901	100	1st Mortgage.....	2,159,500	6	Jan. & July.	Philadelphia.	1886	101
Special.....	1,029,000	7	"	"	....	....	2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	108
Nashville, Chattanooga & St. Louis:							Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	105
1st Mort., endorsed by Tenn.....	1,460,000	6	Jan. & July.	New York.	'74-'83	82	General Mortgage.....	436,500	7	Jan. & July.	"	1903	103
2d Mort. (Government Subsidy)	1,000,000	4	"	"	'81-'91	....	North Shore (Flush., N. S. & Cent):						
New Mortgage.....	5,800,000	7	"	"	1913	....	1st Mortgage.....	155,000	7	Feb. & Aug.	New York.	1887	....
Nashville and Decatur (L. & Nash.):							Northern Central:						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....	1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage gold.....	500,000	6*	April & Oct.	Nashville.	1887	....	2d Mortgage Coupon.....	2,500,000	6	Jan. & July.	Baltimore.	1885	97
Naugatuck.....							1st Mortgage.....	1,223,000	6	April & Oct.	Phila. & Balt.	1900	93
1st Mortgage.....	103,000	7	Jan. & July.	Bridgeport.	1876	....	3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	100
Newark & New York (C. of N. J.):							Income Mortgage conv.....	1,000,000	7	April & Oct.	Harrisburg.	1880	....
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	Income Mort. coupon.....	3,000,000	7	Jan. & July.	"	1922	....
Newark, Somerset & Strataville:							Consol. Mort. coupon.....	2,520,000	6*	"	Baltimore.	1900	93
1st Mortgage gold.....	880,000	7*	May & Nov.	New York.	1889	....	Consol. Mort. registered.....	205,000	6*	April & Oct.	"	1900	....
New Bedford:							Consol. Mort. S. F. ..	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904	....
1st Mort. (New Bed. & Taunton)	172,500	6	Jan. & July.	Boston.	1881	98	Northern New Jersey (Erie):						
New Issue for \$360,000.....	350,000	7	"	"	1894	105	1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey City.	1878	....
Newburyport:							Northern Pacific:						
1st Mortgage.....	300,000	....	.....	.....	....	....	1st Mort. on R. R. & lands gold..	30,000,000	7.3*	Jan. & July.	New York.	1900	20
New Haven and Derby:							Northwestern Virginia:						
1st Mortgage.....	525,000	7	Various.	New Haven.	'98-'00	....	3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	100
New H., Middlet'n & Willman:							Northwestern Union (C. & N. W.):						
1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	3,500,000	7*	.....	New York.	....	....
2d Mortgage.....	880,000	7	"	"	1881	....	1st Mort. Mass. Loan, skg. fd...	400,000	6	Jan. & July.	Boston.	1877	....
New Haven and Northampton:							Construction Bonds.....	150,000	7	"	"	1877	....
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Nyack and Northern:						
Convertible bonds, tax free.....	750,000	6	April & Oct.	"	'80-'82	....	1st Mortgage.....</						



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:							Philadelphia, Wilmington & Balt.:						
Plain Bonds.....	1,000,000	4	March & Sept.	Boston.	1876	99½	Mortgage Loan, convertible....	302,000	6	Jan. & July.	Phila. & Bost.	1884	96
Plain Bonds.....	32,000	6	"	"	1884	99½	Loan of 1866.....	400,000	6	April & Oct.	"	1876	....
Plain Bonds.....	458,000	6	April & Oct.	"	1875	99½	Loan of 1867.....	1,000,000	6	"	"	1887	....
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	102	Loan of 1872.....	500,000	6	"	"	1892	....
New Bonds for \$3,000,000.....	1,192,000	7	March & Sept.	"	1894	108	Pickering Valley (Phila. & Rdg.):						
Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1881	...	1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	....
Omaha and Northwestern:							1st Mortgage, Ctn. & St. Louis (Pa.):						
1st Mort. Land Grant, Gold.....	16,000 pm	7.3	Jan. & July.	New York.	1901	....	1st Mort. (Col. & Newark Div.):	775,000	7	Jan. & July.	Philadelphia.	1890	....
Omaha and Southwestern:							1st Mort. (Steub. & Ind.) conv.	8,000,000	6	Monthly	New York.	1884	....
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	94½	2d Mortgage.....	5,000,000	7	April & Oct.	Philadelphia.	1913	....
Orange, Alex. and Manassas—							Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	"	1900	77½
See Wash. O., Va. Mid. & Gt. So.							Pittsburg, Ft. Wayne & Chicago:						
Oregon and California:							1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	100½
1st Mortgage gold.....	10,950,000	7	April & Oct.	New York.	...	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
Osage Valley & Southern Kansas:							1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Oshkosh & Miss. (C.M. & S.P.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Oswego and Rome (R.W. & O.):							2d Mortgage (Series G).....	880,000	7	Jan. & July.	"	1912	108
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	2d Mortgage (Series H).....	880,000	7	Feb. & Aug.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series I).....	880,000	7	March & Sept.	"	1912	....
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series J).....	880,000	7	April & Oct.	"	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series K).....	880,000	7	May & Nov.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series L).....	880,000	7	June & Dec.	"	1912	....
1st Mortgage guar. by C.B. & Q.	1,194,000	8	Jan. & July.	N.Y. & Bost.	1900	99	2d Mortgage (Series M).....	2,000,000	7	April & Oct.	"	1912	105
Owensboro and Russellville:							Bridge (O. & P. R. R.) bonds.....	111,000	7	May & Nov.	Philadelphia.	1876	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	Construct'n bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1877	....
Pacific of Missouri (Atl. & Pac.):							Equipment bonds.....	1,000,000	8	March & Sept.	"	1879	....
1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888	98	Pittsburg, Va. and Charleston:						
2d Mortgage sinking fund.....	2,873,000	7	Jan. & July.	"	1891	79	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
Income Bonds.....	1,154,600	7	"	"	1892	....	Pittsburg, Wash'ton & Baltimore:						
St. Louis County Debt.....	700,980	7	Monthly	St. Louis.	1885	....	1st Mort. (Pittsb. & Conn'sville) gold.	4,000,000	7	Jan. & July.	Baltimore.	1898	93
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Carondelet Branch).....	500,000	6	April & Oct.	"	1893	75	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mort. (Leav. Atch. & N.W.)	600,000	7	"	"	1889	....	Real Estate Mortgage.....	100,000	6	"	Baltimore.	1883	....
1st Mort. (Lex. & St. Louis) gold	900,000	6	Jan. & July.	"	1887	....	Plymouth, Kankakee & Pacific:						
Paducah and Memphis:							1st Mortgage for \$3,000,000.....	30,000 pm	7	Jan. & July.	New York.	1901	....
1st Mortgage gold for \$2,805,000.	1,541,000	7	Feb. & Aug.	New York.	1902	....	Port Huron and Lake Michigan:						
Panama:							1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	....
General Mortgage, stg £597,800.	2,889,330	7	April & Oct.	London.	1897	....	Portland & Ogdensb. (Me. & N.H.):						
Paris and Decatur:							1st Mort. (Maine Section) gold.	800,000	6	Jan. & July.	Boston.	1900	....
1st Mortgage gold, S. F.....	1,200,000	7	Jan. & July.	N. Y. & Lond.	1892	....	Consol. Mort. gold, for \$3,300,000	3,300,000	6	May & Nov.	"	1901	....
Patterson and Newark (Erie):							Portland and Ogdensburg (Vt.):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	1st Mortgage gold, for \$2,300,000	2,300,000	6	May & Nov.	N.Y. & Bost.	1891	....
Pekin, Linc. & Decatur (TW & W):							Portland and Oxford Central:						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	62½	1st Mortgage of 1893.....	250,000	6	Jan. & July.	Portland.	1883	....
Pemberton & Hights (UC of NJ):							Portland and Rochester:						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
Peninsular (Mich.) Railway:							1st Mortgage (equal lien).....	357,000	7	April & Oct.	"	1887	....
1st Mortgage gold (S.F.) 1st series	1,800,000	7	May & Nov.	N.Y. or Lond.	1899	....	2d Mort. (Portland Loan).....	350,000	7	Mar. & Sept.	"	1891	....
1st Mortgage gold (S.F.) 2d series	979,000	7	"	"	1900	....	Port Royal (S. C.):						
Pennsylvania:							1st Mortgage gold, skg fd.....	1,500,000	7	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	103	1st Mort. gold, guar. by Ga. Co.	1,000,000	7	"	"	1889	....
2d Mort. ( " " )	2,583,600	6	April & Oct.	"	1875	101	Portsmouth, Gt. Falls & Conway:						
2d Mort. ( " " )	2,282,240	6	"	London.	1875	....	1st Mort., guar. by Eastern R.R.	470,000	7	June and Dec.	Boston.	1893	87
General Mortgage (coup. & reg.)	19,934,760	6	J. A. J. & O.	Philadelphia.	1910	99½	Poughkeepsie and Eastern:						
Consolidated Mortgage.....	14,550,000	6	Jan. & July.	London.	1905	....	1st Mort. gold, conv. & tax free..	644,500	7	Jan. & July.	New York.	1910	....
State lien for \$7,500,000, skg fd	5,201,676	5	April & Oct.	Philadelphia.	74-90	....	2d Mortgage.....	78,000	7	"	"	....	....
Pennsylvania and Delaware:							Providence and Worcester:						
1st Mortgage.....	300,000	7	Feb. & Aug.	Philadelphia.	1901	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	....
Income Mortgage.....	3,000,000	7	April & Oct.	"	1891	....	Stoughton Branch bonds.....	1,000,000	6	"	"	....	....
Pennsylvania and New York (L.V.):							Quincy, Alton and St. Louis:						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	106½	1st Mortgage gold.....	1,000,000	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage guaranteed.....	1,500,000	7	"	"	1906	....	Quincy and Palmyra:						
Peoria & Bureau Val (C.R.L. & P.):							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy and Toledo (T.W. & W.):						
Peoria & Hannibal (O.B. & Q.):							1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	60
1st Mortgage, traffic guarantee.	590,000	8	Jan. & July.	Boston.	1878	....	Quincy & Warsaw (O.B. & Q.):						
Peoria, Pekin and Jacksonville:							1st Mortgage, guaranteed.....	776,000	8	Jan. & July.	Boston.	1890	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Reading and Columbia (P. & R.):						
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	"	1900	....	1st Mort., coupon, guaranteed..	650,000	7	March & Sept.	New York.	1882	....
Peoria and Rock Island:							2d Mort., coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. gold, conv. & tax free.	1,500,000	7	Feb. & Aug.	N.Y. & Lond.	1900	....	Rensselaer and Saratoga:						
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	108½
Perkiomen (Phila. and Rdg.):							3d Mortgage.....	150,000	7	"	"	1887	....
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	91	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
Petersburg:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1890	....
1st Mortgage (Installments).....	241,500	8	Jan. & July.	New York.	79-93	....	1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	"	1894	....
2d Mortgage.....	500,000	8	"	"	1902	....	Consol. Mort. for \$2,000,000.....	1,925,000	7	May and Nov.	"	1921	....
Philadelphia and Baltimore Cent.:							Richmond and Danville:						
1st Mortgage (Penn. Div. 36 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	1880	....
1st Mortgage (Md. Div. 94 m.)	300,000	6	"	"	1891	....	Virginia State guar. bonds.....	157,800	6	"	"	1875	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	"	"	1900	....	1st Mort. (Peldmont Branch)....	500,000	8	"	"	1888	....
Philadelphia and Erie (Penn.):							1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	104½	Consolidated Mortgage.....	1,766,000	6	May and Nov.	New York.	75-90	68½
1st Mortgage.....	5,000,000	6	"	"	1881	99	Rich. Frederickburg & Potomac:						
2d Mortgage.....	3,000,000	7	Jan. & July.	"	1888	85½	Sterling Loan.....	87,771	6	Jan. & July.	London.	1875	....
General Mort. for \$20,000,000.....	7,252,000	6	"	Phil. or Lond.	1920	....	Dollar Loan.....	175,428	7	"	Richmond.	1875	....
Philadelphia and Reading:							Dollar Loan, Coupon.....	295,500	8	"	"	1881	....
Loan of 1868.....	1,138,900	6	Jan. & July.	Philadelphia.	1863	81	Dollar Loan.....	124,489	6	various.	"	1875	....
Mort. Loans of 1843-44-45 & 49.	1,521,000	6	"	"	1880	101½	Richmond and Petersburg:						
Mortgage Loan of 1868.....	2,700,000	7	Apr. and Oct.	"	1893	109	1st Mort. (Coup. and Register'd)	130,500	7	June & Dec.	Richmond.	1875	....
Mortgage Loan of 1836 stg.....	182,400	5	Jan. & July.	London.	1880	....	2d Mortgage (Coupon).....	175,000	8	Apr. and Oct.	"	80-76	....
Mortgage Loan of 1843 stg.....	976,800	6	"	"	1880	....	Rockford, R. Island & St. Louis:						
Mortgage Loan of 1836 stg.....	177,600	7	"	"	74-77	....	1st Mortgage tax free.....	9,000,000	7	Feb. & Aug.	N.Y. & Lond.	1913	....
Dollar coupon.....	7,696,000	7	June & Dec.	Philadelphia.	1911	107	Rome, Watertown & Ogdensb.:						
Consolidated Dollar registered	3,414,000	7	"	"	1911	108	1st Mortgage (W. & R. Skg Fund	798,990	7	March & Sept.	New York.	1880	....
Mortgage Gold or stg coup.	7,000,000	6	"	Phil. or Lond.	1911	....	2d Mortgage.....	460,000	7	Jan. & July.	"	1902	....
June 1, 1871. Gold or stg reg.	668,000	6	"	"	1911	....	General Mort. S. F.....	1,050,500	7	June & Dec.	"	1891	....
Dollar coupon.....	332,000	6	"	Philadelphia.	1911	....	Consol. Mort. conv. till 1879....	2,000,000	7	Apr. and Oct.	"	1904	97

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	346,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,333	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	87,000	7	"	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. ( " ).....	17,500	6	"	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free..	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr	5,500,000	8*	"	"	1900	....	1st Mort. assumed by Atl. & Gulf	454,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. " " " "	200,000	7	"	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	104	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama.						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	90	1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	Sterling Mort., guar. by L. & N.	21,100,000	...	May & Nov.	London.	....	....
2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	76	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888	....
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	85	1st Mortgage, sinking fund.....	175,000	6	April & Oct.	Boston.	'90-'91	....
2d Mort. ( " ).....	4,622,000	7*	May & Nov.	"	1897	55	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	"	1895	....	1st Mortgage, land grant.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Calro, Ark. & Tex.)	1,500,000	7*	"	"	1897	....	2d preferred bonds.....	621,000	8	"	"	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	3d preferred bonds.....	452,500	6	"	"	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N. Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	94	1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	600,000	7	March & Sept.	"	1882	....
St. Louis, Kansas City & Northern:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	85	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
New Mortgage.....	3,000,000	7	March & Sept.	"	1899	....	Southern of L. I:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	1st Mort., Sink. Fund.....	1,500,000	7	May & Nov.	"	....	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,240,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd, con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$23,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscougee) conv....	300,000	7	"	"	'72-'76	....
1st Mortgage.....	4,500,000	7*	May & Nov.	....	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st M. (St. P. to Sauk Rap.) 80m.	700,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	1st Mortgage.....	345,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (W. Line) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. (W. Line) R. R. & Lands.	9,000,000	7*	"	"	....	....	1st Mortgage gold, tax free.....	2,400,000	7*	Feb. & Aug.	New York.	1899	....
1st Mort. (St. Paul and Pac.) L.G.	15,000,000	7*	"	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Salem and Lowell (B. & L.):							Stanstead, Shefford and Chambly:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	....	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	56
Sand., Mansfield & Newark (B.O.):							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,309,743	7	Jan. & July.	New York.	1909	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A & G):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	85
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar.	111,800	7	"	New York.	1889	....	Income Mort. gold.....	200,000	6*	"	"	1891	....
Savannah, Griffin & North Ala.:							Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar....	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	....	New York.	....	....
Savannah and Memphis:							Swedesboro (West Jersey):						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage, guaranteed.....	200,000	6	June & Dec.	Camden.	....	....
Schenectady & Susq. (D. & H. Cany.)							Syracuse, Bing. & N.Y. (D.L. & W.):						
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schoolcraft & Three R. (LS & MS):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Syracuse and Chenango Valley:						
Seaboard and Roanoke:							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Tebo and Neosho (M. K. & T.):						
Belma and Gulf:							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Terre Haute & Indianapolis:						
Belma, Marion and Memphis:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Bonds of 1873 for \$1,600,000.....	516,000	7	"	"	1894	....
Belma, Rome and Dalton:							Texas and Pacific:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (Eastern Div.).....	1,600,000	7	June & Dec.	New York.	1894	70
Shamokin Valley & Potomac (N.C.):							1st Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	"	1896	62
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	89	2d Mort. conv. ( " ).....	1,300,000	7	April & Oct.	"	1886	45
Sheboygan and Fond du Lac:							Equipment Mort. sinking fund....	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Consol. Mort. for \$7,200,000.....	1,500,000	7	May & Nov.	"		



## AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar....	89,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	82
Troy and Boston:							1st Mort. endor. by Balt.....	200,000	6	" "	" "	1890	101
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " "	300,000	6	" "	" "	1890	101
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....	2d Mort. endor. by Wash. Co....	300,000	6	" "	" "	1890	93
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....	2d Mortgage preferred.....	600,000	6	" "	" "	1895	68
Convertible Bonds.....	648,000	7	" "	" "	1882	....	3d Mortgage endor. by Balt.....	875,000	6	" "	" "	1900	100
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	" "	" "	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Cen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	6	Jan. and July.	New York.	1899	90
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Union (Chl., M. & St. P.):						
Tuckerton:							1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1898	....
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	Western Union Telegraph:						
Union Pacific:							1st Mortgage.....	4,448,900	7	May and Nov.	New York.	1875	....
1st Mortgage gold, tax free.....	27,236,000	6	Jan. & July.	N. Y. & Bost.	'96-'99	96	West Jersey:						
1st Mort. Land Grant.....	8,578,000	7	Apr. and Oct.	" "	1887	100	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	85
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	96	1st Mortgage.....	1,000,000	6	Jan. and July.	" "	1896	98
3d Mortgage Sinking Fund.....	10,000,000	8	March & Sept.	New York.	1894	89	1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
Omaha Bridge B'ds, atg \$500,000	2,500,000	8	Apr. and Oct.	London.	1896	....	1st Mort. (Swedenboro) guar.....	200,000	6	" "	Camden.	....	....
Union Pacific (Central Div.):							2d Mort. (Cape May & Millville)	400,000	7	Apr. and Oct.	" "	....	95
1st Mortgage gold, tax free.....	1,600,000	6	May and Nov.	New York.	1895	....	Consolidated Mortgage.....	1,000,000	7	" "	" "	1899	104
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	West Wisconsin:						
Union Pacific, S. Br. (M.K. & T.):							1st Mort. land gr. gold skg fund	3,900,000	7	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage gold, skg fund.....	3,220,000	6	Jan. & July.	New York.	1890	....	1st Mort. (Southern Extension).	640,000	7	" "	" "	1902	....
Union & Titusville (O.C. & A. Riv.):							White Water Valley:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
United N. J. R. R. & Canal Cos.:							Wico Mico and Pocumoke:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	100	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Sterling Loan \$369,200 (U. Co's)	1,846,000	5	" "	London.	1894	....	Williamston and Tarboro:						
Sterling Loan \$360,000 ( " )	1,800,000	6	" "	" "	1894	....	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Loan of 1894 Sk. Fund ( " )	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Wilmington, Colum. & Augusta:						
Loan of 1888 (United Compas')	154,000	6	Feb. and Aug.	" "	1888	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	65
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	Philadelphia.	1875	101	Wilmington and Reading:						
Loan of 1875 (Joint Companies)	675,008	6	Apr. and Oct.	London.	1880	....	1st Mortgage.....	1,250,000	7	Apr. and Oct.	Philadelphia.	1900	54
Sterling S.F. \$262,000 (C. & Am.)	1,310,000	6	Feb. and Aug.	Philadelphia.	1883	98	2d Mortgage coupon or regis....	1,860,000	7	Jan. and July.	" "	1902	17
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	Princeton.	1889	95	Wilmington and Weldon:						
Loan of 1889 ( " )	866,000	6	June & Dec.	Philadelphia.	1889	103	Sterling Bonds.....	648,700	6	Jan. and July.	London.	1881	....
Mortg. Loan ( " )	5,000,000	6	May and Nov.	Philadelphia.	1889	....	Sterling Bonds.....	221,400	7	May and Nov.	" "	1886	....
Loan of '75 (N. J. R. R. & T. Co.)	300,000	6	Feb. and Aug.	New York.	1875	....	Sinking Fund gold, Bonds.....	749,000	7	Jan. and July.	New York.	1896	90
Loan of '78 ( " )	450,000	6	" "	" "	1873	....	Wilmington and Western (Del.):						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Utah Central:							Winona & St. Peter (O. & N. W.):						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1890	82
Utah Southern:							2d Mortgage \$12,000 p. m.....	1,145,000	7	May and Nov.	" "	1890	....
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....	Land Grant Mort. gold, skg fund	4,375,000	7	June & Dec.	" "	1916	....
Utica and Black River:							Wisconsin Central:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st M. L. G. gold S. F. \$25,000pm	4,595,000	7	Jan. and July.	Boston.	1901	62
Bonds of 1871 (2d issue).....	515,000	7	" "	" "	1891	....	Worcester (Md.):						
Utica, Ithaca and Elmira:							1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
1st Mortgage gold, skg fund.....	25,000pm	7	Jan. & July.	N. Y. & Lond.	1892	....	Worcester and Nashua:						
Vermont Cent.—See Central Vt.							Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vermont and Massachusetts:							Plain Bonds.....	75,000	6	" "	" "	1881	....
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	96	Plain Bonds.....	150,000	6	May and Nov.	" "	1887	96
Convertible bonds, tax free.....	200,000	7	" "	" "	1879	103	Plain Bonds.....	150,000	7	Apr. and Oct.	" "	1893	106
Convertible bonds.....	150,000	7	" "	" "	1881	103	CANAL BONDS.						
Vicksburg and Meridian:							Chesapeake and Delaware:						
General 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	87
2d series (blue).....	850,000	7	" "	" "	1890	....	Chesapeake and Ohio:						
Mortgage 3d series (black).....	138,700	7	" "	" "	1890	....	Sterling Loan guaranteed.....	4,375,000	5	J. A. J. & O.	London.	1890	....
4th series (not end.).....	1,141,700	7	Apr. and Oct.	" "	1890	....	Preferred Bonds (next lien)	1,099,500	6	Jan. and July.	Baltimore.	1885	116
Special Loan 1871.....	213,000	8	Jan. and July.	" "	1880	....	Delaware Division (L.C. & N.):						
Vineyard:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	95
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Delaware and Hudson:						
Virginia & Tennessee (A.M. & O.):							1st Mort. 1st series, Nov. 1, '67	1,500,000	7	May and Nov.	New York.	1877	....
Enlarged Mortgage.....	990,000	6	Jan. and July.	N.Y. & Lynch.	1884	80	regis. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	" "	1884	107
4th Mortgage.....	870,000	8	March & Sept.	" "	1900	73	tered. 3d series, Jan. 1, 1871	3,500,000	7	" "	" "	1891	107
Registered Certificates.....	118,295	8	Jan. and July.	" "	1875	....	Debentures.....	850,000	7	Apr. and Oct.	" "	1878	....
Funded Interest.....	226,300	8	" "	" "	1880	....	Lehigh Coal and Navigation:						
Income Mortgage (fundable).....	93,500	8	" "	" "	1866	....	Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	96
Walkill Valley (Erie):							Convertible Bonds.....	692,100	6	" "	" "	1882	....
1st Mortgage gold, tax free.....	810,500	7	Apr. and Oct.	New York	1901	....	Convertible Loan, gold.....	856,000	6	March & Sept.	" "	1894	104
Warren (D. L. & W.):							1st Mortgage, registered.....	5,566,277	6	J. A. J. & O.	" "	1884	99
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	1st Mortgage, reg. (R. R.).....	2,400,000	6	F. M. A. & N.	" "	1897	100
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	....	Mortgage (equip.) Loan, gold....	4,916,500	6	June & Dec.	" "	1897	101
Warren & Franklin (O.C. & Allr.):							Consolidated Mortgage.....	199,000	6	" "	" "	1911	....
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	....	Greenwood Mortgage Loan.....	796,000	6	Feb. and Aug.	" "	1892	....
Warwick Valley (Erie):							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	" "	1877	....
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1890	....	Monongahela Navigation:						
Wasatch and Jordan Valley:							1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
1st Mortgage.....	150,000	9	May and Nov.	New York.	1893	....	Morris (and Banking):						
Washington City, Va. Mid. & Gt. So.:							1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	100
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	74	2d Mortgage.....	285,000	6	Feb. and Aug.	" "	1876	....
2d Mort. ( " )	350,000	7	" "	" "	1891	....	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	" "	1899	101
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	" "	1873	88	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	" "	1887	....
2d Mort. ( " )	1,200,000	6	Jan. and July.	" "	1875	75	Pennsylvania:						
3d Mort. ( " )	600,000	8	May and Nov.	" "	1873	71	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	71
4th Mort. ( " )	700,000	8	March & Sept.	" "	1880	57	1st Mortgage (Wy. Val. Can.)...	600,000	6	" "	" "	1878	....
Funded Coupons (do.)	722,664	....	" "	" "	....	....	Schuylkill Navigation (Ph.Ph. &amp						

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

**Rolling Stock** occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "†."

Abstract of General Balance Sheet.										Property and Assets.			Liabilities.			Railroad Operated.			Operations.			Exchange.		Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
Rolling Stock.		Track and Siding.		Branch Line.		M. In Line.		M. M.		Rolling Stock.		Assets.		Accounts and Cash.		Stocks.		Bonds.		Accounts.		Surplus Income.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.			



Dec. 31, 1873	31.5	117.4	142.6	155	76	24,286	Chicago Valley (P. & R.)	Ill.	1,371,900	571,900	419,440	4,983,605	1,870,246	1,448,083	12,283,272	5,851,850	3,389,958	284,814	640,314	3,583,660	1,642,444	5,497,541	1,212,288	35,000	50
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Chicago and Alton	Ill.	1,650,949	25,749,782	1,448,083	1,870,246	1,448,083	12,283,272	5,851,850	3,389,958	284,814	640,314	3,583,660	1,642,444	5,497,541	1,212,288	35,000	50	
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Chicago, Burlington and Quincy	Ill.	1,650,949	25,749,782	1,448,083	1,870,246	1,448,083	12,283,272	5,851,850	3,389,958	284,814	640,314	3,583,660	1,642,444	5,497,541	1,212,288	35,000	50	
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Chicago and Canada Southern	Mich. & O.	3,640,000	1,700,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Chicago, Cincinnati and Louisville	Ind.	2,400,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Chicago, Clinton and Dubuque	Iowa	2,600,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Chicago, Danville and Vincennes	Ill.	1,428,122	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Chicago, Del. & Can. G'd Junction	Mich.	2,073,985	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Chicago, Dubuque and Minnesota	Ill. & Minn.	6,788,300	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Chicago and Illinois Southern	Ill. & Ind.	601,957	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Chicago and Iowa (C. & Q.)	Ill.	2,078,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Chicago, Iowa and Nebraska (C. & N.W.)	Ia.	4,895,900	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Chicago and Michigan Lake Shore	Mich.	7,864,500	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Chicago, Milwaukee and St. Paul	Wia. & M.	3,337,753	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Chicago and Northwestern	Ill. & Wis.	6,956,485	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Chicago and Pacific	Ill.	412,800	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Chicago and Rock Island	Ill.	1,859,074	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Chicago, Rock Island and Pacific	Ill. & Iowa	31,172,262	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Chicago, St. Louis & West	Ill. & Mo.	1,343,297	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Cincinnati and Hamilton	Ohio	8,226,978	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Cincinnati and Indianapolis	Ind.	2,032,209	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Cincinnati and Louisville	Ind.	3,142,983	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Cincinnati and Muskegon	Ind. & Mich.	6,497,003	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Cincinnati, Rich. and Ohio (C. & O.)	Ind.	827,453	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Cincinnati, Sandusky & Cleveland	Ohio	3,750,652	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Cincinnati and Springfield (C. C. & I.)	Ind.	3,762,164	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Cleveland and Col. Cin. & Ind. Ohio	Ind. & Ohio	4,256,722	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Cleveland and Mahoning Valley	Ohio	4,256,722	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Clev. & M. Vernon and Delaware	Ohio	4,256,722	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Col. Cin. & Ind. Cent. Ohio & Penn.	Ind. & Penn.	12,746,910	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Col. Cin. & Ind. Cent. Ohio & Penn.	Ind. & Penn.	27,946,910	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Columbus and Springfield	Ind.	1,274,910	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Columbus and Hocking Valley	Ohio	3,911,910	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Cornell, Cowanesque & Antrim	N.Y. & Pa.	1,600,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Connecticut River	Massachusetts	2,315,486	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Connecticut and Passump.	Riv. Vermont	2,315,486	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Connecticut Valley	Connecticut	2,683,100	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Dec. 31, 1873	69.4	145.2	276.9	238	111	65,764	Connecting Western	Connecticut	4,543,																

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

**As entered (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."**

**Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "§."**

[illegible]



Line	Station	Distance	Time	Rate	Notes
1	Dec 31, 1873	120.0	18.1	25.0	...
2	Jan 31, 1874	22.4	3.1	4.7	...
3	Feb 31, 1874	22.4	3.1	4.7	...
4	Mar 31, 1874	22.4	3.1	4.7	...
5	Apr 31, 1874	22.4	3.1	4.7	...
6	May 31, 1874	22.4	3.1	4.7	...
7	Jun 31, 1874	22.4	3.1	4.7	...
8	Jul 31, 1874	22.4	3.1	4.7	...
9	Aug 31, 1874	22.4	3.1	4.7	...
10	Sep 31, 1874	22.4	3.1	4.7	...
11	Oct 31, 1874	22.4	3.1	4.7	...
12	Nov 31, 1874	22.4	3.1	4.7	...
13	Dec 31, 1874	22.4	3.1	4.7	...
14	Jan 31, 1875	22.4	3.1	4.7	...
15	Feb 31, 1875	22.4	3.1	4.7	...
16	Mar 31, 1875	22.4	3.1	4.7	...
17	Apr 31, 1875	22.4	3.1	4.7	...
18	May 31, 1875	22.4	3.1	4.7	...
19	Jun 31, 1875	22.4	3.1	4.7	...
20	Jul 31, 1875	22.4	3.1	4.7	...
21	Aug 31, 1875	22.4	3.1	4.7	...
22	Sep 31, 1875	22.4	3.1	4.7	...
23	Oct 31, 1875	22.4	3.1	4.7	...
24	Nov 31, 1875	22.4	3.1	4.7	...
25	Dec 31, 1875	22.4	3.1	4.7	...
26	Jan 31, 1876	22.4	3.1	4.7	...
27	Feb 31, 1876	22.4	3.1	4.7	...
28	Mar 31, 1876	22.4	3.1	4.7	...
29	Apr 31, 1876	22.4	3.1	4.7	...
30	May 31, 1876	22.4	3.1	4.7	...
31	Jun 31, 1876	22.4	3.1	4.7	...
32	Jul 31, 1876	22.4	3.1	4.7	...
33	Aug 31, 1876	22.4	3.1	4.7	...
34	Sep 31, 1876	22.4	3.1	4.7	...
35	Oct 31, 1876	22.4	3.1	4.7	...
36	Nov 31, 1876	22.4	3.1	4.7	...
37	Dec 31, 1876	22.4	3.1	4.7	...
38	Jan 31, 1877	22.4	3.1	4.7	...
39	Feb 31, 1877	22.4	3.1	4.7	...
40	Mar 31, 1877	22.4	3.1	4.7	...
41	Apr 31, 1877	22.4	3.1	4.7	...
42	May 31, 1877	22.4	3.1	4.7	...
43	Jun 31, 1877	22.4	3.1	4.7	...
44	Jul 31, 1877	22.4	3.1	4.7	...
45	Aug 31, 1877	22.4	3.1	4.7	...
46	Sep 31, 1877	22.4	3.1	4.7	...
47	Oct 31, 1877	22.4	3.1	4.7	...
48	Nov 31, 1877	22.4	3.1	4.7	...
49	Dec 31, 1877	22.4	3.1	4.7	...
50	Jan 31, 1878	22.4	3.1	4.7	...
51	Feb 31, 1878	22.4	3.1	4.7	...
52	Mar 31, 1878	22.4	3.1	4.7	...
53	Apr 31, 1878	22.4	3.1	4.7	...
54	May 31, 1878	22.4	3.1	4.7	...
55	Jun 31, 1878	22.4	3.1	4.7	...
56	Jul 31, 1878	22.4	3.1	4.7	...
57	Aug 31, 1878	22.4	3.1	4.7	...
58	Sep 31, 1878	22.4	3.1	4.7	...
59	Oct 31, 1878	22.4	3.1	4.7	...
60	Nov 31, 1878	22.4	3.1	4.7	...
61	Dec 31, 1878	22.4	3.1	4.7	...
62	Jan 31, 1879	22.4	3.1	4.7	...
63	Feb 31, 1879	22.4	3.1	4.7	...
64	Mar 31, 1879	22.4	3.1	4.7	...
65	Apr 31, 1879	22.4	3.1	4.7	...
66	May 31, 1879	22.4	3.1	4.7	...
67	Jun 31, 1879	22.4	3.1	4.7	...
68	Jul 31, 1879	22.4	3.1	4.7	...
69	Aug 31, 1879	22.4	3.1	4.7	...
70	Sep 31, 1879	22.4	3.1	4.7	...
71	Oct 31, 1879	22.4	3.1	4.7	...
72	Nov 31, 1879	22.4	3.1	4.7	...
73	Dec 31, 1879	22.4	3.1	4.7	...
74	Jan 31, 1880	22.4	3.1	4.7	...
75	Feb 31, 1880	22.4	3.1	4.7	...
76	Mar 31, 1880	22.4	3.1	4.7	...
77	Apr 31, 1880	22.4	3.1	4.7	...
78	May 31, 1880	22.4	3.1	4.7	...
79	Jun 31, 1880	22.4	3.1	4.7	...
80	Jul 31, 1880	22.4	3.1	4.7	...
81	Aug 31, 1880	22.4	3.1	4.7	...
82	Sep 31, 1880	22.4	3.1	4.7	...
83	Oct 31, 1880	22.4	3.1	4.7	...
84	Nov 31, 1880	22.4	3.1	4.7	...
85	Dec 31, 1880	22.4	3.1	4.7	...
86	Jan 31, 1881	22.4	3.1	4.7	...
87	Feb 31, 1881	22.4	3.1	4.7	...
88	Mar 31, 1881	22.4	3.1	4.7	...
89	Apr 31, 1881	22.4	3.1	4.7	...
90	May 31, 1881	22.4	3.1	4.7	...
91	Jun 31, 1881	22.4	3.1	4.7	...
92	Jul 31, 1881	22.4	3.1	4.7	...
93	Aug 31, 1881	22.4	3.1	4.7	...
94	Sep 31, 1881	22.4	3.1	4.7	...
95	Oct 31, 1881	22.4	3.1	4.7	...
96	Nov 31, 1881	22.4	3.1	4.7	...
97	Dec 31, 1881	22.4	3.1	4.7	...
98	Jan 31, 1882	22.4	3.1	4.7	...
99	Feb 31, 1882	22.4	3.1	4.7	...
100	Mar 31, 1882	22.4	3.1	4.7	...

## RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &amp;c., &amp;c.

See article (C) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "1."

Years ending	Railroad.		Rolling Stock.		Property and Assets.		Liabilities.		Operations.		Earnings.		Value of Shares.									
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.		Engines.	Car.		Freight.	Passengers.	Freight.	Gross.		Net.	Dividends.	Market.						
				M.	M.		M.	M.									M.	M.	M.	M.	M.	M.
Dec. 31, 1873	354.91	69.05	126.73	17,368	1,738	Pennsylvania	48,571,808	97,782,880	3,714,449	68,144,475	145,785	32,399,315	6,842,663	809.4	47.0	5,879,684	9,984,784	24,868,009	9,044,978	10	50	110 1/4
Dec. 31, 1874	479	158	174	1,200	1,200	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Dec. 31, 1875	415	134	140	1,100	1,100	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Nov. 30, 1874	104.3	21.4	69.3	39	2	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Nov. 30, 1875	23.8	59.3	21.4	39	2	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Dec. 31, 1870	45.2	2.6	76.0	4	1	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Dec. 31, 1871	46.8	7.4	74.0	4	1	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Jun. 30, 1874	46.8	7.4	74.0	4	1	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Jun. 30, 1875	83.0	12.0	82.0	7	1	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Jun. 30, 1874	91.0	4.0	91.0	7	5	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Jun. 30, 1875	64.0	18.0	64.0	12	9	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Oct. 31, 1873	287.6	65.7	177.4	10	8	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Oct. 31, 1874	46.0	12.7	46.0	10	8	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Oct. 31, 1875	287.6	65.7	177.4	10	8	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Sept. 30, 1873	30.0	25.0	24.7	24	45	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Sept. 30, 1874	98.4	39.7	406.220	59	3137	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Sept. 30, 1875	98.4	39.7	406.220	59	3137	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Oct. 31, 1874	11.0	127.1	72	95	65	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Nov. 30, 1873	11.3	43.0	104	34	19	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Dec. 31, 1873	488.3	180.0	269	133	54	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Dec. 31, 1874	40.6	4.9	149	109	43	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Oct. 31, 1874	14.9	1.9	38.2	4.6	3.1	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Sept. 30, 1873	18.6	1.4	3.6	3.7	6	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Nov. 30, 1873	71.3	2.6	6.7	4	10	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Aug. 31, 1874	62.5	5.5	6.7	4	10	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Sept. 30, 1873	62.0	8.1	6.7	4	10	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Apr. 30, 1873	11.8	8.0	6.7	4	10	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Sept. 30, 1873	71.4	4.9	6.7	4	10	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Sept. 30, 1874	41.9	2.0	6.7	4	10	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Sept. 30, 1873	13.6	1.0	6.7	4	10	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Sept. 30, 1874	43.4	1.0	6.7	4	10	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Dec. 31, 1873	36.0	4.6	6.7	4	10	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Dec. 31, 1874	41.7	4.6	6.7	4	10	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Dec. 31, 1873	70.0	4.6	6.7	4	10	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
May 31, 1874	44.0	3.0	6.7	4	10	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Nov. 30, 1873	40.0	8.0	6.7	4	10	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Sept. 30, 1873	101.5	8.0	6.7	4	10	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Sept. 30, 1874	189.0	6.9	6.7	4	10	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Sept. 30, 1873	86.0	6.7	6.7	4	10	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Sept. 30, 1874	22.5	2.7	6.7	4	10	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Dec. 31, 1873	38.3	2.2	6.7	4	10	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Dec. 31, 1873	18.5	1.8	6.7	4	10	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Sept. 30, 1873	10.0	1.0	6.7	4	10	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Sept. 30, 1874	262.3	21.1	6.7	4	10	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Dec. 31, 1874	141.1	45.5	6.7	4	10	Pennsylvania	2,000,000	3,062,566	.....	4,000,000	487,000	565,000	.....	47.0	.....	3,970	1,391,464	28,501	.....	20	50	250
Dec. 31, 1873	120.0	1																				



Year	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000
1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	21																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						

## PREFERRED &amp; GUARANTEED STOCKS

(Marked thus (\*) are guaranteed by Lessees; and thus (\*) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Div'ds		
		Rate.	Paid.	Market Price.
<b>RAILROAD STOCKS:</b>				
Atlantic and Great Western, pref.	10,000,000	7	7	100
Atlantic, Mississippi and Ohio, pref.	800,000	7	7	100
Atlantic, Mississippi and Ohio, pref. guar.	276,200	7	7	100
Atlantic and Pacific, preferred	10,000,000	7	7	14
Atlantic and St. Lawrence, pref.	3,994,900	4	4	105
Baltimore and Ohio, pref.	3,552,500	6	6	105
Berkshire, pref.	600,000	7	7	105
Blossburg and Corning, pref.	250,000	5	5	84
Boston, Concord and Montreal, pref.	800,000	6	6	84
Buffalo, New York and Erie, pref.	950,000	7	7	86
Catawissa, pref. and guar.	1,159,500	7	7	86
Camden and Amboy, pref.	5,847,800	10	10	133
Camden and Atlantic, preferred	838,469	7	7	103
Cayuga and Susquehanna, pref.	889,110	9	9	103
Cedar Rapids and Missouri River, pref. and guar.	769,000	7	7	103
Central of New Jersey, pref.	20,000,000	10	10	111
Central Ohio, pref.	411,550	6	6	90
Chemung, pref.	380,000	6	6	90
Cheshire, pref.	2,163,200	7	7	70
Chicago and Alton, pref.	2,425,400	10	10	106
Chicago, Iowa & Nebraska, pref.	3,916,300	8	8	89
Chicago and North-Western, pref.	21,454,113	7	7	58
Cinc. and Cleveland, pref.	429,000	6	6	28
Cleveland and Mahoning, pref.	2,059,200	7	7	92
Cleveland and Pittsburgh, pref.	11,236,150	7	7	92
Cumberland Valley, 1st pref.	241,900	8	8	92
" 2d pref.	243,000	8	8	92
Dayton and Michigan, pref. & guar.	922,400	8	8	92
Delaware, pref.	1,315,390	6	6	92
Detroit and Milwaukee pref. & guar.	2,517,140	6	6	92
Dubuque and Sioux City, pref.	5,000,000	3	3	55
Dubuque South-Western, pref.	590,315	8	8	99
Eastern (N. H.), pref. and guar.	492,500	6	6	49
Elmira, Jeff. and Canad. pref.	500,000	5	5	72
Elmira & Williamsport, pref. & guar.	500,000	7	7	72
" com. & guar.	500,000	5	5	72
Erie Railway, preferred	8,536,910	7	7	77
Erie and Pittsburgh, pref.	2,000,000	7	7	77
Evansville and Crawfordsville, pref.	100,000	7	7	77
Hannibal and St. Joseph, pref.	2,167,700	7	7	102
Harrisburg and Lancaster, pref.	1,182,550	7	7	102
Houston, pref.	1,180,000	8	8	99
Huntington & Broad Top Mtn, pref.	190,750	7	7	30
Jeff. Mad. & Indianapolis, pref.	2,000,000	7	7	98
Joliet and Chicago, pref.	1,500,000	7	7	98
Joliet and Northern Indiana, pref.	800,000	8	8	98
Little Miami, Col. and Xenia, pref.	6,394,510	8	8	98
Louisv. Cincinnati and Lex. pref.	851,000	9	9	99
Marquette and Cincinnati, 1st pref.	8,101,050	6	6	151
" 2d pref.	4,436,250	6	6	151
Mich. Southern, (Lake Shore) guar.	583,500	10	10	10
Mill Creek, pref.	323,375	10	10	32
Milwaukee and St. Paul, preferred	12,274,483	7	7	58
Mine Hill, pref.	3,856,450	8	8	106
Monclair, pref.	2,000,000	7	7	106
Morris and Essex, pref.	15,000,000	7	7	99
Nequehoning Valley, pref.	2,000,000	10	10	109
Newark and New York, pref.	1,000,000	7	7	109
Newcastle and Beaver Valley, pref.	605,000	10	10	109
New Jersey, pref.	7,295,200	10	10	132
New London Northern, pref.	971,400	10	10	105
New York & Harlem, pref. & guar.	1,500,000	8	8	127
" com. & guar.	8,500,000	8	8	130
Niagara Br. & Canandaigua, pref.	1,000,000	6	6	130
North Eastern (S. C.), preferred	105,000	8	8	130
Northern New Jersey, pref.	1,000,000	8	8	130
Norwich and Worcester, pref.	2,823,400	10	10	129
Ogdensburg & Lake Champlain, pref.	3,077,000	7	7	384
" 2d pref.	2,000,000	8	8	381
Ohio and Mississippi, preferred	4,030,000	7	7	90
Oswego and Syracuse, pref.	1,144,400	9	9	113
Panama, guaranteed	7,000,000	12	12	113
Paterson and Hudson, pref.	630,000	8	8	84
Pemberton and Hightstown, pref.	342,000	6	6	84
Penn. and Bureau Valley, pref.	1,200,000	8	8	84
Philadelphia and Erie, pref.	2,400,000	12	12	187
Phila. Germantown & Norristown, pref.	2,231,900	10	10	110
Philadelphia and Reading, pref.	1,551,687	10	10	110
Philadelphia and Trenton, pref.	1,259,100	10	10	133
Pittsburg, Ft. Wayne & Chic. pref.	22,214,285	7	7	99
Pittsburg and North Adams, pref.	450,000	5	5	86
Portland, Saco & Portsmouth, pref.	1,500,000	10	10	105
Rochester & Genesee Valley, pref.	557,500	7	7	20
Rutland, pref. and guar.	4,300,000	7	7	26
St. Louis, Alton & Terre Haute, pref.	2,468,400	7	7	26
St. Louis, Jacksonv. & Ch. pref. & guar.	1,054,100	7	7	26
St. Louis, Kansas City & Nor. pref.	12,000,000	5	5	24
Schuylkill Valley, pref.	576,000	5	5	24
Shamokin V. & Pottsville, pref.	869,450	6	6	24
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	7	18
" 2d pref.	1,000,000	7	7	18
Toledo, Wabash and Western, pref.	1,000,000	7	7	18
Warren, pref.	1,800,000	7	7	97
<b>CANAL STOCKS:</b>				
Delaware Division, pref.	1,633,250	8	8	8
Delaware and Barlett, pref.	5,847,500	10	10	128
Morris, preferred and guar.	1,175,000	10	10	128
" com. and guar.	1,696,000	4	4	50
Schuylkill Navigation preferred	2,808,977	6	6	30

## New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 24.

Th. 18. F. 19. Sat. 20. M. 22. Tu. 23. W. 24.

Atlantic & Pacific pref.	14	14	14	14	14
Central Pacific 6s.	97	98	98	98	98
Central of N. Jersey.	110	110	110	111	111
1st mort.	109	109	109	110	110
7s. consol.	105	105	105	105	105
7s. conv.	101	100	100	101	101
Chicago & Alton.	101	100	100	101	101
1 M.	100	100	100	100	100
S. F.	100	100	100	100	100
Inc. bds.	100	100	100	100	100
Chicago, Burl. & Q.	105	105	105	105	105
8s. 1883	112	112	112	112	112
7s.	112	112	112	112	112
Chic. & Northwestern.	44	44	44	44	44
1st M.	57	56	57	57	58
S. F.	97	97	97	97	97
Consol.	90	90	90	90	90
gold.	83	83	83	83	83
Chic. Rock Isl. & Pac.	105	105	105	105	105
7s. 1890.	107	107	107	107	107
Clev. Col. C. and Ind.	63	63	63	63	63
Clev. & Pittsburg guar.	92	92	92	92	92
2 M.	92	92	92	92	92
3 M.	92	92	92	92	92
4 M.	92	92	92	92	92
Clev. and Toledo.	90	90	90	90	90
S. F. 7s.	51	51	51	51	51
Col. Chi. & Ind. C.	51	51	51	51	51
1 M.	55	54	54	54	54
2 M.	113	113	113	113	113
Del. & Hudson Canal.	113	113	113	113	113
Del. Lack. & Western.	111	111	111	111	111
1 M. 7s.	109	109	109	109	109
2 M. 7s.	27	27	27	27	27
Erie Railway.	26	27	26	26	28
1 M. 7s. 1897.	42	42	42	42	42
2 M. 7s. 1879.	99	99	99	99	99
3 M. 7s. 1883.	99	99	99	99	99
4 M. 7s. 1880.	99	99	99	99	99
5 M. 7s. 1888.	99	99	99	99	99
7s. con. gold.	99	99	99	99	99
Great Western 2d mort.	53	56	56	56	56
Hannibal & St. Joseph.	22	24	24	24	24
1st mort.	31	32	32	32	32
8s. conv. 82	82	82	82	82	82
Hudson River 2d M.	102	102	102	102	102
Illinois Central.	102	102	102	102	102
7s.	73	74	74	74	74
Lake Shore & Mich. Rth.	73	74	74	74	74
Consol. 7s.	100	100	100	100	100
reg.	100	100	100	100	100
2d consol.	92	92	92	92	92
7s. 1882.	115	103	103	103	103
7s. 1902.	103	103	103	103	103
M. S. and N. I. 1 M. S. F.	107	107	107	107	107
2 M.	103	103	103	103	103
Milw. and St. Paul.	35	35	35	35	35
1st mort.	72	55	55	55	55
2d mort.	72	55	55	55	55
8s.	90	90	90	90	90
7s. gold.	82	82	82	82	82
7s. 10s. con.	99	99	99	99	99
Morris and Essex.	98	99	98	99	99
1st mort.	112	112	112	112	112
2d mort.	112	112	112	112	112
N. Y. Cen. & Hud. Riv.	100	100	100	101	101
7s. S. F. 1876.	100	100	100	101	101
6s. S. F. 1883.	100	100	100	100	100
6s. S. F. 1887.	100	100	100	100	100
1st mort.	113	113	113	113	113
reg.	110	110	110	110	110
N. York and Harlem.	130	131	130	130	130
1st mort.	111	111	111	111	111
reg.	111	111	111	111	111
N. York N. Hav. & Hart.	139	139	139	139	139
Ohio and Miss.	26	27	27	27	27
1st mort.	111	111	111	111	111
2d mort.	111	111	111	111	111
Consol. 7s.	97	97	97	97	97
S. F. 98	98	98	98	98	98
Pacific Mail S. S. Co.	37	38	39	41	41
Pacific R. R. of Mo.	48	48	48	48	48
Panama.	114	114	114	114	114
Pitts. Ft. W. & Chi. gtd.	98	98	98	98	98
1 M.	109	109	109	109	109
2 M.	109	109	109	109	109
3 M.	109	109	109	109	109
Quicksilver Mining Co.	32	33	33	33	33
St. L. Alton & T. H.	110	110	110	110	110
1 M.	110	110	110	110	110
2 M. pref.	110	110	110	110	110
Income bds.	110	110	110	110	110
Tol. Wab. & Western.	11	12	13	13	13
1 M.	81	81	81	81	81
2 M.	58	58	58	58	58
Equipment.	58	58	58	58	58
St. Lou. Div.	63	63	63	63	63
Union Pacific.	48	49	51	51	51
1st mort.	96	96	96	96	96
L. Gt. 7s.	100	100	100	100	100
S. F. 8s.	88	88	88	88	88
Western Union Tel.	77	77	77	77	77
7s.	102	102	102	102	102

## New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 24.

Th. 18. F. 19. Sat. 20. M. 22. Tu. 23. W. 24.

FEDERAL STOCKS.—					
U. S. 5s. 10-40s. reg.	114	114	114	114	114
U. S. 5s. 10-40s. coup.	115	115	115	115	115
U. S. 5s. 1881, reg.	115	115	115	115	115
U. S. 5s. 1881, coup.	115	115	115	115	115
U. S. 6s. 1881, reg.	119	119	119	119	119
U. S. 6s. 1881, coup.	121	120	120	120	120
U. S. 6s. 5-20s. reg. '62.	117	117	117	117	117
U. S. 6s. 5-20s. c. 1862.	117	117	117	117	117
U. S. 6s. 5-20s. reg. '64.	117	117	117	117	117
U. S. 6s. 5-20s. c. 1864.	118	118	118	118	118
U. S. 6s. 5-20s. reg. '65.	119	119	119	119	119
U. S. 6s. 5-20s. c. 1865.	120	119	119	120	119
U. S. 6s. 5-20s. r. n. '65.	119	118	119	119	119
U. S. 6s. 5-20s. c. n. '65.	119	118	119	119	119
U. S. 6s. 5-20s. reg. '67.	119	119	119	119	119
U. S. 6s. 5-20s. c. 1867.	120	119	119	120	119
U. S. 6s. 5-20s. reg. '68.	119	119	119	119	119
U. S. 6s. 5-20s. c. '68.	119	119	119	119	119
U. S. 6s. 5-20s. c. '68.	119	119	119	119	119
U. S. 6s. Pac. RR. issue.	119	119	119	119	119



**Boston Stock Exchange.**

Actual Sale Prices for the week ending Mar. 24.

	Th. 18. F. 19. Sat. 20. M. 22 Tu. 23. W. 24.				
Boston and Albany	142	140	140	140	140
Boston and Lowell	86	86	86	84	84
Boston and Maine	124	124	123	123	123
Boston and Providence	124	124	123	123	123
Boston, Hartford & Erie	23	22	22	22	22
Cheshire, pref.	107	105	105	109	110
Chl., Burl. and Quincy	107	80	80	80	80
Concord	107	80	80	80	80
Connecticut River	107	80	80	80	80
Eastern	107	80	80	80	80
Fitchburg	125	129	129	129	129
Manchester & Lawrence	107	107	107	107	107
Michigan Central	74	74	74	74	74
Northern, N. H.	100	98	98	98	98
Ogdens & Lake Champlain	38	38	38	38	38
Old Colony	109	109	109	109	109
Ph., W. & Baltimore	56	56	56	56	56
Port'd, Saco & Ports	105	105	105	105	105
Union Pacific	54	54	54	54	54
" 6s.	95	95	95	95	95
" Land Grant 7s 96	96	96	96	96	96
" S. F. 8s.	88	88	88	88	88
Vermont and Canada	93	93	93	93	93
Vermont and Mass.	93	93	93	93	93
South Boston (Horse)	50	50	50	50	50
Cambridge	50	50	50	50	50
Metropolitan	50	50	50	50	50
Middlesex	50	50	50	50	50
Central Mining Co.	145	149	149	149	147
Calumet and Hecla	145	149	149	149	147
Copper Falls	9	9	9	9	9
Franklin	101	101	101	101	101
Quincy	37	37	37	37	37

**London Stock Exchange.**

	Closing Mar. 5.	Prices Mar. 12.
Atlantic & Gt. W. 1st mort., \$1,000	41 - 43	40 - 42
Do. 2d mort., \$1,000	15 - 17	16 - 18
Do. 3d mort., \$1,000	8 - 9	8 - 9
Do. Con. mort. B'nds Bisch's Cert.	9 - 11	9 - 11
Do. Leas. Lines, Rental Bonds	58 - 62	48 - 52
Do. 1873	30 - 35	25 - 30
Do. 8 p. c. Scrip, West. Exten.	60 - 65	60 - 70
Detroit & Milwaukee 1st mort. Bonds	60 - 65	60 - 70
Do. 2d do.	60 - 70	60 - 70
Erie shares 100 dol. all paid	24 - 24	24 - 24
Do. Convertible Gold Bonds	62 - 64	62 - 64
Do. 6 per cent Convertible Bonds	95 - 97	97 - 99
Cons. Mort. amount autho. to be issued for conv. of existing bonds	80 - 90	88 - 90
Illinois Central 100 shares all paid	90 - 91	90 - 91
Do. Redemption mort. bonds 6 p. c.	101 - 103	101 - 103
Illinois & St. Louis Bridge 1st mort.	99 - 101	99 - 101
Marietta and Cincinnati Rail. Bonds	97 - 100	97 - 100
Michigan Central 8s 1882, conv.	97 - 100	97 - 100
New York Central, 100 dols. shares	91 - 92	91 - 92
Panama General mort.	97 - 98	96 - 98
Pennsylvania, General mort.	101 - 102	102 - 103
Do. \$50 shares	49 - 50	49 - 50
Philadelphia and Erie 1st mort.	99 - 101	99 - 101

**American Railroad Journal.**

Saturday, March 27, 1875.

**Financial and Commercial Affairs.**

Wall street affairs have been of less exciting interest, since our last—the Gold speculation having been less active and less buoyant; the Stock Exchange dealings on a restricted scale, and variable as to values; and the Money market comparatively tame and easy as to rates, with a stronger bank exhibit. In the commercial line, some increase of trade in produce and merchandise has been noted, with a somewhat firmer range as to prices. In the way of foreign exchange, the movements have been moderate, on a steadier basis as to quotations. The inquiry for Money has been less urgent on speculative account. The more prominent borrowers have had their wants amply provided for on the basis of 2½@4, generally at 3@3½ per cent on call. The better grades of commercial paper have been in good request, within the range of 5½@7 per cent per annum. Grocery paper has been in less favor, owing to the recent suspensions in the trade. The city banks have strengthened their position materially, as to reserves, during the week. On the last weekly statement, the legal tender aver-

age was \$788,900, and the specie item, \$192,000 higher than on the preceding weekly exhibit. The loan and discount average was reduced nearly six millions, and the item of deposits, also cut down more than five millions. A slight increase of circulation was reported. The currency reserve of the Sub Treasury was diminished \$1,338,443; and the specie balance, augmented \$1,867,462. The City banks last week enlarged their reserve of legal tender notes \$788,900, and reduced their deposit item \$5,081,000 while increasing their specie average \$192,900. They report a decrease of \$5,987,900 in the loans and discounts, and an addition of \$2,900 to their circulation. The U. S. Sub Treasury in this city closed the week with a currency balance of \$46,207,913, against \$47,541,353, the preceding week; and a coin hoard of \$51,565,585, against \$49,698,102, on the previous return. The City bank exchanges in currency during the week, were \$425,078,450, or a daily average of \$70,846,408. The customs revenue of the port, during the week, was \$1,710,000. The City banks reported their average of gold last week at \$7,268,800, and their greenback average at \$52,131,800. Their deposits stood at \$218,419,300. The loan item was \$283,358,100. The circulation was \$22,231,900.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of \$4,795,775.

The aggregate of the outstanding U. S. currency, of all denominations, March 1, was \$427,495,676. The outstanding amount of legal tender notes is \$380,714,900. The National bank circulation is now \$349,462,861.

The U. S. Treasury balances on Tuesday were as follows: Currency, \$6,500,000; special deposit of legal tenders for redemption of certificates of deposit, \$48,150,000; coin, (including \$23,330,000 in coin certificates,) \$80,100,000.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to \$7,960,911.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been 82½ millions.

The specie shipments from San Francisco, Jan. 1, to March 11th, were \$9,092,306, against \$3,417,820 same time last year. The shipments from San Francisco (overland) to New York, during the week ending March 11, were \$1,275,943, of which \$1,225,801 were in Gold coin. This large shipment of coin for New York is represented as being altogether irregular, and indicative of the exigencies of Gold dealers who have connections at San Francisco. The San Francisco banks were compelled to transfer \$1,000,000 coin back from New York for the use of their customers, and stop selling telegraphic transfers.

Gold has been less active in the open market. The supply has been in excess of the urgent requirements of the market, and less generally controlled by the Street operators for a rise. The demand for custom house purposes was moderate, and the export drain light. Both the Sub Treasury, and the City banks added handsomely to their specie hoard. The market closed tamely. The extremes of the week have been 115½@116½, closing on Wednesday at 115½ as against 116½ on Wednesday of the preceding week. The

specie outflow last week was \$826,991. The imports of specie at this port since Jan. 1, have been \$3,149,818 against \$1,107,341 same time last year. The customs demand for Gold last week averaged \$285,000 a day. Foreign Exchange has been in moderate demand, closing more firmly. Bankers' sixty day bills on London closed on Wednesday at \$179@180½; sight bills on London at 48½@49½ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$4,104,679.

Government Securities have been fairly active. The investment demand has been good for most issues, other than the called bonds. Prices varied slightly—closing firmly. In State and Railway bonds, business has been on a moderate scale, with values quoted generally steadier. Dealings at the Stock Board in Railway and Miscellaneous share property have been comparatively liberal, the market closing generally stronger.

U. S. sixes of 1881 closed on Wednesday of this week at 120½@121½; U. S. Five-Twenties of 1862, at 117½@117½; U. S. Five-Twenties of 1864 at 118@118½; U. S. Five-Twenties of 1865 119½@120; U. S. Five-Twenties of 1865 consolidated, 119½@119½; U. S. Five-Twenties of 1867, 119½@120½; U. S. Five-Twenties of 1868, 119½@120½; U. S. Ten-forties at 115@115½; U. S. Fives of 1881, (Funding Loan) 115½@115½; Six per cent. currency Sixes from 119@119½.

Trade in Produce and Merchandise is gradually increasing in volume, though the weather is yet a serious difficulty, in the way of revival. Breadstuffs, Cotton and Provisions are higher as a rule, on more liberal transactions. Groceries are in moderate demand, with Coffee and Teas quoted lower; Sugars, firmer; and Molasses, strong in price. Hides, Leather, Tobacco, Hemp, and wool have been rather sparingly purchased at variable figures. Petroleum, Seeds, Hay, Straw, Naval Stores, Tallow, Stearine, and Boots and Shoes have been in fair request at generally steadier rates. The Dry Goods, and Hardware interests have shown less animation. The Metal trade has been generally tame. The most important business in Iron has been the further sale of 10,000 tons American Rails on p. t. Most kinds of Iron have been held quite confidently; Scotch Pig notably so, in view of the rise in freights from Glasgow. Eglington Pig Iron quoted from yard at \$34@35; Glengarnock, \$37@38; No. 1 American Pig at \$28; No. 2 do. at \$25 50@26 50; Forge, \$23@25; English Rails at \$48@50, gold; American Rails at works, \$48@50; Old Rails, \$30@35. Wrought Scrap, \$35@36. Ocean freights closed with rather more firmness, on a somewhat better inquiry for accommodation.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Boston, Hartford and Erie 1st mort., 22¾; Dubuque and Sioux City 2d mort., 100; Central Pacific R. R. San Joaquin Valley Branch, 88½; do. California and Oregon Branch, 87; Pacific R. R. of Mo. 1st mort., 90; do. Carondelet Branch, 75; Western Pacific bonds, 90; Chesapeake and Ohio 1st mort., coupon on, 43; St. Louis and Iron Mt. 1st mort., 85; do. 2d mort., 55; Mil. and St. Paul 7s, consol., 72½; do. 1st mort. I. & M. div., 76½; do. La C. div., 86; Del.

and Hudson Canal reg. 7s, 1891, 107½; Morris and Essex 7s, const., 99; Am. Dock and Imp. 7s, 102½; Great Western 1st mort., 1888, 79½; Louisville and Nashville 7s, 1898, consol., 91; Long Dock bonds, 106; Long Island R. R. 1st mort., 94; Buffalo and Erie 7s, new, 104½; North Missouri 1st mort., 85½; Cleveland and Pittsburg 7s, consol. S. F., 104½; Delaware, Lackawanna and Western 7s, conv., 111; Rome, Watertown and Ogdensburg 7s, consol., 97; St. Louis, Kansas City and Northern R. R. pref., 24; Ind., Cin. and Laf. R. R., 11; Warren R. R., 97½; New Jersey Southern R. R., 5¾; Atlantic and Pacific Tel., 24; Mariposa Mining 3½; Canton Co., 68; Quicksilver pref., 40; Adams Exp., 104; Am. Exp., 64; U. S. Exp., 60¾; Wells Fargo Exp., 87½; Maryland Coal, 18½; Consol. Coal of Md., 49½; N. Y. State 7s, B. L., coupon, 106½; do. reg., 107; Louisiana 6s, old, 34; South Carolina 6s, new, Jan. and July, 30; Missouri 6s, 1875, 100¾; do. 6s, long bonds, 97½; do. (H. & St. J.) 1887, 95½; Tennessee 6s, new series, 47; do. 6s, old, ex-coupon, 49; do., new, ex-coupon, 48; Brooklyn 6s, W. L., 102½.

**Philadelphia.**—Allegheny Valley 7 3-10s, 92¾; Philadelphia and Reading R. R. 7s, 1893, 109; do. debent. bonds, 81; do. 7s, new, conv., 106; Pittsburg, Cincinnati and St. Louis 7s, 77½; North Pennsylvania Gen'l mort. 7s, 103½; Susquehanna Canal 6s, 77; Wilmington and Reading 1st mort., 64; Philadelphia and Reading Coal and Iron mort., 90; do. debent. bonds, 84½; Schuylkill Nav. 7s, Boat Loan, 93; do. 6s, 1895, 79¾; Elmira and Williamsport 5s, 63; Belvidere Delaware 2d mort., 93; do. 3d mort., 91; Camden and Atlantic 2d mort., 105½; Sunbury and Erie 7s, 104½; Pennsylvania and New York 7s, 106¼; Catawissa new pref., 39; Huntingdon and Broad Top Mt. R. R., 8; do. pref., 15¾; Tenth and Eleventh streets R. R., 104; Pittsburg 7s, 104. The latest quotations are: City 6s, 102@102¼; do. free of tax, 104¾@105; Pennsylvania State 6s, 2d series, 106½@107; do. 3d series, 110½@111; Philadelphia and Reading, 57@57½; do. Gen'l mort. 7s, coup., 107@107½; do. reg., 107½@108; do. mort. 6s, 1880, 102@102¾; do. new conv., 106@106½; do. 7s, 1893, 108¾@109¼; United New Jersey R. R. and Canal Co., 131@134; Camden and Amboy mort. 6s, 1889, 103@103½; Pennsylvania R. R., 55¾@56¾; do. div. scrip, 107½@—; do. 1st mort., 102¾@103¼; do. 2d mort., 102¾@—; do., general mort. coupon, 99½@99¾; do. reg., 99½@100; Little Schuylkill R. R., 48¾@49¼; Morris Canal, 50½@51; do. pref., 129½@128¾; do. 6s, 102½@—; Susq. Canal, 7@13; do. 6s, 77@80; Schuylkill Nav., 7½@8; do. pref., 14¼@15; do. 6s, 1882, 80@80¼; do. 1872, 93½@94; Elmira and Williamsport pref., 38@42; do. 7s, 1873, 101@102; do. 5s, 63@63; Lehigh Coal and Navigation, 50½@50¾; do. 6s, 1884, 99½@100; do. R. R. Loan, 100¼@100¾; do. Gold Loan, 101@101½; North Pennsylvania, 52@53; do. 6s, 101¼@101¾; do. 7s, 107@109; do. Chattle 10s, 104@—; Philadelphia and Erie, 20¾@20½; do. 6s, 96¼@—; do. 7s, 85½@86; Minehill, 52½@53½; Catawissa, 20@20¾; do. pref., 43½@43¾; do. new pref., 38¾@39½; do. 7s, 1900, 104½@104¾; Lehigh Valley, 63¾@64; do. 6s, new coupon, 102@103¼; do. reg., 103@104; do. 7s, 107@108; Fifth and Sixth streets

(horse), 61@62½; Second and Third, 68¾@69¾; Thirteenth and Fifteenth, 28@29; Spruce and Pine, 30@32; Green and Coates, 50@51; Chestnut and Walnut, 75@75; Hestonville, 217½@22; Germantown 45@60.

**Boston.**—Winnissimmet R. R., 23¼; Burlington and Missouri River R. R. in Iowa, 108; Indianapolis, Cincinnati and Lafayette R. R., 6; Summit Branch, 34½; Cin., Sand. and Clev. R. R., 9; Norwich and Worcester R. R., 129½; Worcester and Nashua R. R., 126½; Rutland pref., 20; do. 1st mort. 8s, 1902, 71¼; do. scrip, 28; do. No. 5, 64; Eastern (N. H.) R. R., 49; Nashua and Lowell R. R., 100; New Bedford R. R., 114; Union Horse R. R., 113; Jackson, Lansing and Saginaw 8s, 92; Burlington and Missouri River R. R. in Nebraska, 8s, old, 100¾; Old Colony 7s, 1894, 108; Vermont and Mass. 6s, 96½; Atchison, Topeka and Santa Fe 7s, 70¼; do. coupons, 27; do. Income 12s, 100½; Eastern R. R. S. F. 7s, 1884, 92¼; do. 7s, 1885, 92½; Michigan Central (Air Line) 8s, 1890, 104; Boston and Maine 7s, 107¼; Fitchburg 7s, 1893, 107½; Chicago and Iowa R. R. 8s, 93; Boston and Lowell 7s, 1892, 107; Metropolitan R. R. 7s, 1885, 100; Mansfield and Framingham 8s, 94¾; Detroit, Lansing and Lake Michigan 2d mort. 8s, 44¾; Boston Water Power Co., 9½; Waverly Land, 3; Pullman Palace Car 96½; Cary Imp., 4½; Brookline Land, 4½; Quincy R. R. Bridge 102½; Maine 6s, 1889, 103; Massachusetts 6s, 1876, gold, 113; do. 5s, 1883, 104¾; Charlestown 6s, 1891, 102¾; Indianapolis funded debt 8s, 35; Boston 6s, 1886, 104; do. 1882, 102; Chicago 7s, 102; Portland 6s, 1897, 96¼; do. 1907, 95¼; Cook Co., Ills., 7s, 1885, 102; Toledo 8s, 1889, 105; Minneapolis 8s, 1889, 101; St. Paul 7s, 1893, 88; Cincinnati 7 3-10s, 1902, 102; do. 6s, 1884, 93¼; Cleveland 7s, 1889, 104½; Allouez Mining Co., 7; Phoenix, 14; Ridge, 6¼; Superior, 27½; Pewabic, 7¾; National, 27½.

**Baltimore.**—Maryland 6s, 1890, 100½; Virginia consols, ex-coupon, 52½; Virginia coupons, 86¼; Virginia Peelers, 36; Wilmington, Columbia and Augusta 7s, 65¾; Richmond and Danville 1st mort., 68½; Orange and Alexandria 4th mort., 57½; Santa Clara bonds, 40; Baltimore City 5s, 82; do. 6s, exempt, 103. The latest quotations are: Richmond and Danville 1st mort., 68@70; Pittsburg and Connellsville 7s, 1898, 93@93½; Baltimore and Ohio, 183@185; do. 6s, 1875, 101@101½; do. 1880, 102@103; do., 1885, 103½@104; Washington Branch, 135@145; Northern Central, 32¾@33; do. 6s, 1885, 97@98; do. 6s, 1877, 100@102; do. 1900, 93@94; do. 6s, 1900 gold, 93@93½; N. W. Va. 3d mort., 1885, 100@101; Marietta and Cincinnati 1st pref., 15@16½; do. 2d pref., 8@8½; do. 1st mort. 7s, 1892, 104¾@105; do. 2d mort., 7s, 94¾@95; do., 3d mort. 8s, 79½@79¾; Central Ohio, 43@45; do. 1st mort., 93½@94; Western Maryland, 1st mort. 6s, 1890, 80@82½; do. 1st mort. guar., 101@102; do. 2d mort. guar., 101@102; do. 2d mort. pref., 60@65; do., 2d mort. guar. by Washington Co., 90@95; Virginia and Tennessee 2d mort. 6s, 72½@75; do. 3d mort. 8s, 75@78; Orange and Alexandria 1st mort. 6s, 80@87; do., 2d mort. 6s, 75@75¼; do., 3d mort. 8s, 70@71; do. 4th mort. 8s, 56½@60; Orange, Alex. and Manassas 7s, 73@75; Baltimore

6s, 1875, 102½@102½; do., 1884, 102@102½; do. 1886, 101½@102; do. 1890, 100¾@100¾; do., 1900, 100@101½; do. 1902, 101@101½; do., 6s, exempt, 103@103½; do. 5s, 82@82¼; Memphis City 6s, 41@43; Maryland Defense 6s, 1883, 108@108½; do. 6s, 1890, 101@101; do. 6s, exempt, 108@108½; do. 5s, 82@85; Virginia coupon 6s, old, 32@34; do. new, 32@34; do. consol. 6s, 52¼@52½; do. coupons, 85¾@86¼; do. def. certifi., 10@10½; City Passenger R. R., 24½@25; George's Creek Coal, 135@140; Atlantic Coal, 2.05@2.25; Canton Co., 60@65.

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Issue, against cash deposited, or satisfactory guarantee of repayment, Circular Credits for Travelers, in dollars for use in the United States and adjacent countries, and in pounds sterling for use in any part of the world.

THEY ALSO ISSUE COMMERCIAL CREDITS, MAKE CABLE TRANSFERS OF MONEY BETWEEN THIS COUNTRY AND ENGLAND, AND DRAW BILLS OF EXCHANGE ON GREAT BRITAIN AND IRELAND.

OFFICE CENTRAL PACIFIC RAILROAD COMPANY,

Nos. 9 NASSAU AND 11 PINE ST.,

NEW-YORK, March 20, 1875.

THE BOARD OF DIRECTORS OF THE CENTRAL Pacific Railroad Company have declared a dividend of SIX PER CENT., GOLD, payable at the above office on and after April 1, 1875, on presentation and surrender of Dividend Warrants No. 3.

C. P. HUNTINGTON, Vice President.

PHILADELPHIA AND READING RAILROAD Co.,

OFFICE No. 227 SOUTH 4TH ST.,

PHILADELPHIA, March 17, 1875.

### DIVIDEND NOTICE.

THE TRANSFER BOOKS OF THE COMPANY will be closed on the 31st instant, and reopened on Monday, April 13, next. A quarterly dividend of TWO AND A HALF PER CENT. has been declared on the preferred and common stock, clear of all taxes, payable in cash, on and after the 26th of April next, to the holders thereof as they shall stand registered on the books of the company at the close of business on the 31st inst.

All dividends payable at this office, where blank orders for dividends can be obtained.

Stockholders A to L will collect at desk No. 1, and those from M to Z at desk No. 2.

S. BRADFORD, Treasurer.

THE COUPONS OF THE FIRST MORTGAGE BONDS of the CENTRAL PACIFIC RAILROAD COMPANY (SAN JOAQUIN VALLEY BRANCH), due April 1, 1875, will be paid at the office of FISK & HATCH, No. 5 Nassau street. The coupons of the CENTRAL PACIFIC RAILROAD COMPANY LAND BONDS, due April 1, 1875, will be paid at the office of the Company, No. 9 Nassau and 11 Pine streets, New York. C. P. HUNTINGTON, Vice-President.

TREASURY OF THE ERIE RAILWAY Co.,

NEW YORK, March 15, 1875.

### NOTICE.

THE APRIL COUPONS OF THE 4TH MORTGAGE Bonds New York and Erie Railroad, and 7 per cent Convertible Gold Bonds Erie Railway Co., will be paid on and after the 1st prox., at the office of the undersigned, corner of West and Duane Streets, City.

W. P. SHEARMAN,

Treasurer.

The Southern Pacific Railroad will be completed to Whitewater, twenty miles east of San Geronio Pass, about 100 miles from Los Angeles, this season.



**Dividends and Interest.**

The Philadelphia and Reading Railroad Company has declared its usual quarterly dividend of two and a half per cent, on the preferred and common stock, clear of all taxes, payable in cash on and after the 26th of April next, to the holders thereof as they shall stand registered on the books of the company at the close of business on the 31st inst.

The regular quarterly dividend of the United New Jersey Railroad and Canal Co. (two and one half per cent) will be paid at the office of the Pennsylvania Railroad Company on and after the 10th of April.

The Board of Directors of the Central Pacific Railroad Company have declared a dividend of six per cent, gold, payable at the office of the company No. 9 Nassau St., N. Y., on and after the 1st of April.

The Chicago, Rock Island and Pacific Railroad Company have declared a dividend of four per cent, payable on the 27th of April.

The Dubuque and Sioux City Railroad Company a dividend of two and a half per cent, payable at the office of M. K. Jesup, Paton & Co., 52 William St., on the 15th of April.

The Panama Railroad Company will pay its usual quarterly dividend of 3 per cent on April 15.

The semi annual interest on the Land Bonds of the Central Pacific Railroad Company due April 1, 1875, will be paid in gold at the office of the company No. 9 Nassau st., New York.

The semi-annual interest due April 1, 1875, on the First Mortgage Bonds of the Central Pacific Railroad Company (San Joaquin Valley Branch) will be paid in coin at the office of Fisk & Hatch, No. 5 Nassau st.

The contract for the superstructure of the proposed railroad bridge across the Delaware river, near Yardleyville, Penna., on the line of the new road between Philadelphia and New York, now in course of construction by the North Pennsylvania and the Delaware and Bound Brook Railroad Companies, has been awarded to Messrs. J. H. Cofrode & Co., of Philadelphia, for \$258,000. The bridge is to be of wrought iron, and is to be for double track, and will consist of fifteen spans, varying in length from 60 to 200 feet.

At the annual election for directors of the Pennsylvania Railroad Company, held in Philadelphia on the 23d inst., the following gentlemen were chosen: Thomas A. Scott, Josiah Bacon, Wistar Morris, John M. Kennedy, Alex. J. Derbyshire, Samuel M. Felton, Alexander Biddle, N. Parker Shortridge, Henry M. Phillips, John Scott, Pittsburg.

The Santa Cruz Narrow Gauge Railroad will run from the Santa Cruz line to Pigeon Point; from Pigeon Point to Pescadero; thence to San Gregorio, thence to Spanishtown, and thence by the shortest practicable route to San Francisco. It will tap a section of country rich in agriculture, dairy produce and lumber.

The Boston, Clinton and Fitchburg Railroad has recently closed a contract for several hundred tons of steel rails, to be delivered about May 1. This company intends to lay steel rails on its main line in future.

The plans now under consideration for the proposed new railroad to Woburn, Mass., are to use the tracks of the Boston and Maine road and the Medford Branch to Medford Centre, which will be the starting point of the new track. From that point it crosses Main street west of the Town House, passes under High street, and strikes the old Stoneham Branch, where the road is graded for nearly three miles, passing through the central portion of the town of Winchester and east of the North Woburn Meeting House, and finally entering again upon the Boston and Maine road. The length to be constructed would be seven and a half miles, and its estimated cost will not exceed \$400,000.

Articles of incorporation of the San Benito Railroad Company were filed in the office of the Secretary of State of California on the 12th inst. This company was organized for the purpose of constructing and maintaining a railroad within the counties of San Benito and Monterey, running from Hollister to Millard's Landing, Monterey county, and also to connect with the Santa Cruz Railroad and with the Monterey and Salinas Valley Railroad. The estimated length of the proposed road is about 33 miles. Capital, \$500,000, in shares of \$100 each; Directors—Thomas Flint, H. W. Cothran, Uriah Wood, Thomas McMahon, Thomas S. Hawkins, A. P. Boyd, J. D. Fowler; the principal place of business will be in Hollister.

The Richford (Vt.) Sentinel says the Connecticut and Passumpsic Rivers Railroad Company have leased the South Eastern Railroad for one year. They intend to make a thorough line of it. The Boston, Concord and Montreal Railroad Company, by a contract with the Passumpsic, are partners in the lease though not named in it, on account of a New Hampshire law preventing a railroad in that State leasing a road outside of the State. There is a talk that the Northern will also join in the contract, but arrangements are not yet completed.

In consequence of the recent decision of the Supreme Court of North Carolina, giving validity to the lease of the North Carolina Railroad to the Richmond and Danville Railroad Company, the latter company have been actively at work, night and day, changing the gauge of their road between Greensboro' and Charlotte, N. C. When completed, trains will be run through by air line from Atlanta to Richmond without change.

A letter to the Baltimore Sun dated West River, Md., March 19th, says: "The Annapolis and Elkridge Railroad is about to complete a portion of the Drum Point Railroad far as Mount Zion, the centre of the West river country. About \$195,000 is the sum requisite to build the road fifteen miles, as far as the above-named place. The rolling stock of Annapolis and Elkridge Railroad is sufficient without purchasing additional stock to run the cars as far as this point."

The surveys of the Santa Cruz and San Mateo Railroad will be completed in about a week. Six hundred and seventy-two thousand dollars of the stock has already been subscribed. This is a Granger's road, four of the Directors being prominent members of the Patrons of Husbandry of that State.

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5 Nassau St., N. Y.

U. S. Government Bonds of all issues and denominations bought and sold direct at current market rates, in large or small amounts to suit all classes of investors and Institutions, and for immediate delivery; and all business connected with investments in Government Bonds, transfers of Registered Certificates, Exchange of Coupon Bonds for Registered, Collection of interest, &c., attended to on favorable terms.

All other marketable Stocks and Bonds bought and sold on Commission; Gold Coupons and American and foreign Coin bought and sold; approved deposit accounts received.

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PROPOSALS ARE INVITED FOR THE PURCHASE of a Stationary Steam Engine and Boiler, built about 1868 by the C. & A. R. R. Co. Cylinder 26 in. diam. x 27 in. Stroke; Fly Wheel 16 ft. in diam. The engine may be examined at the C. & A. R. R. Shop, near Bordentown, N. J. Address the Purchasing Agent of the Pennsylvania R. R. Co., N. W. Corner 15th and Market Streets, Philadelphia.

A meeting of the stockholders of the Northern Central Railway Company will be held in Baltimore on the 31st inst. for the purpose of authorizing the directors to issue one thousand bonds of one thousand dollars each, secured by the ten million dollars consolidated general mortgage of said company, the proceeds whereof are to be used for the increase of the Terminal Facilities and for the other uses and purposes of the Company.

In the case of Blake, collector, vs. National City Bank of New York, in which the defendant claimed that internal revenue taxes were illegally collected upon dividends declared as payable during the last five months of 1870, the U. S. Supreme Court decided in favor of plaintiff, and the decision below was reversed. This case disposes of two similar cases tried with it.

The Steamship Nova Scotian, which arrived at Baltimore from Liverpool on the 10th inst., had among her cargo 1,428 rails for the Baltimore and Ohio Railroad Company. The company have received 8,412 rails from Liverpool by other steamers of the Baltimore and Liverpool line since the 1st of January.

Congress during its last session passed an act granting the right of way and depot grounds to the Oregon Central Pacific Railroad Company through the public lands of the United States, from Winnemucca, in the State of Nevada, to the Columbia river, via Portland, in the State of Oregon.

**West Wisconsin Railway.**

The West Wisconsin Railway defaulted their November, 1873, and May and November 1874, interest; being compelled thereto, it is alleged, by the operation of the Potter law, which enormously decreased their receipts. At a meeting of the bondholders held in this city on the 17th inst. a circular was handed around advising that the coupons be funded, and embodying the following statistics as the result of a recent investigation of the company's books:

Since its organization the company has issued \$1,000,000 gold first mortgage land grant bonds, of which \$3,815,500 are outstanding; \$640,000 Southern Extension bonds, of which \$370,000 are held as collateral security by floating debt creditors, and \$2,500,000 seven per cent. gold consolidated bonds, of which \$1,471,000 are held as collateral to the floating debt. The other debts of the company on Jan. 1, 1875, were:

Bills payable.....\$1,080,921 23

There are collaterals belonging to the company, held for these, as follows:

Southern extension bonds...\$370,000  
Consolidated bonds.....1,471,000

And 200 cars.

Custom house bond, (with costs of suit,) estimated at .....	\$75,000 00
Amount received from land contracts .....	133,000 00
Coupons due previous to June, 1874 .....	4,746 94
Taxes on earnings in Wisconsin ....	29 337 73
Taxes on earnings in Minnesota ....	462 41
Jacob Humbird and others, secured by a conditional sale of 100 cars, 8 locomotives, and other property. .	271,627 35
Book accounts, operating balances, and balance due employes and for supplies. ....	231,045 84

Total .....	\$1,826,141 50
Less amount due company from North Wisconsin Railway Company, secured by North Wisconsin Railway bonds. ....	158,615 09

Leaving .....	\$1,667,526 41
To the above must be added the last six months interest due on bonded debt, estimated in currency to be .....	175,000 00

Balance.....\$1,842,526 41

The gross earnings, operating expenses, and net earnings each year since the road has been in operation are as follows:

	Gross earnings,	Operating expenses,	Earnings applicable to interest and debt.
1871....	\$159,664 64	\$74,699 11	\$84,965 53
1872....	403,202 10	259,059 86	144,142 24
1873....	869,188 99	591,974 90	277,214 09
1874....	884,920 10	697,107 54	187,812 56

Total.. \$2,316,975 83 \$1,622,841 41 \$694,134 42

The earnings for the months of January and February of this year were \$51,220 81 less than for the same months in 1874, but the diminution is largely attributable to the weather and low price of cereals raised in sections tributary to this road.

At the time the company entered upon the construction of the Southern Extension the Directors changed the line so as to run direct from Warren's (or Snow's) Mills to an intersection with the Milwaukee and St. Paul Railway, at Camp Douglas, abandoned the portion of the road from Warren's Mills to Tomah, (a distance of about ten

miles,) removed the track therefrom, and laid the same upon the changed line. At the ensuing session of the Legislature an act was passed requiring the company to relay, operate, and maintain as before the track from Warren's Mills to Tomah, and providing that, if it were not done on or before June 1, 1873, the charter, land grant, franchise &c., should become forfeited and void. The act also directed the Attorney General, if the track was not relaid within the time, to bring an action in the Supreme Court against the company in the nature of a *quo warranto*, to enforce the forfeiture and annul the corporate existence. The action was brought, and the Supreme Court has recently decided that the change in the line and the removal of the track were without warrant of law, a violation of the charter, and a ground for total forfeiture of the franchise. The judgment of forfeiture has not been entered, but must be whenever the Attorney General shall so demand. From such judgment there is no appeal, but the managers of the road believe that the judgment will not be insisted upon by the State, at least for a considerable period, and it is hoped that within a year the company will be able to secure legislation legalizing the change in its line and directing the dismissal of the action.

The report deprecates a foreclosure for the reason that under the peculiar condition of the company's debts the interests of the holders of the three mortgages are separate in law and would require three foreclosures and three receivers. Another reason is that a large number of settlers hold lands purchased under time contracts of 40, 80, and 160 acres each, which have not been released from the lien of the land grant mortgage. The sale of these bonds would cause irreparable mischief. Another is that, under a receiver, the company would lose all the business of the Chicago and Northwestern Railway Company. Another is that the purchasers of the road under foreclose are would lose the benefit of the act exempting the company's lands from taxation until 1884, and this would incur an annual outlay of from \$70,000 to \$100,000. The plan of funding coupons is recommended as a practical way out of the present difficulties. It is estimated that the funding of nine coupons is necessary to this end; that about \$110,000 per annum of the earnings would be required to pay the interest upon the funding bonds, which should mature at the date of maturity of the bonds the coupons of which they fund. With a continuation of its present connections and rigid economy in its operation it is believed the road will earn within the next four years \$4,500,000, and that it can be operated for about 62 per cent. of its gross earnings, leaving during the period named \$1,710,000 net earning. Of this \$440,000 would be applied to the payment of interest upon the funding bonds, leaving \$1,270,000, which, with the available securities now held as collateral to the floating debt, will be applicable to the extinguishment of that debt, thus enabling the road thereafter to meet out its earnings the interest upon so much of its bonded debt as shall not meanwhile have been retired by funds derived from the sale of lands.

The Rensselaer Iron Works, are getting out an order for 7,000 tons of steel rails for the Grand Trunk Railway.

**The Iron Business.**

The advices from the New England, Middle and Western States as to the iron trade are more cheering, and the same, it is stated, is true in Pennsylvania. The demand for steel rails has increased of late, and some mills have large orders on hand. The Chicago and Northwestern road recently made contracts to transport considerable amounts of iron ore from Lake Superior previous to the opening of navigation, which certainly looks like recuperation of the iron business, and in no commodity or interest could the revival start with a better base, or rest on one more likely to encourage other interests. With the demand for iron there naturally follows a demand for the fruits of other industries. It is to be regretted, however, that there should be a hindrance to recurring industry put in the way by laborers themselves. Much satisfaction was felt at the recent announcement from Pittsburg of the prospect of an arbitration of the difficulties between the iron puddlers and masters. It is learned with regret now that the negotiations have failed, the puddlers having taken the responsibility of rejecting the conditions. It is to be regretted that our American workmen have not been able to find relief in the system of arbitration, as have the English and Irish mill operatives, who set the example last summer of submitting to arbitration, as was also the case at Belfast when the social science convention was in session there.

The Attorney General of the United States has transmitted to the President a copy of his opinion relative to the 3.65 District of Columbia bonds. The Attorney General holds that the United States government is undoubtedly liable for the payment of the annual interest on the bonds, both by the act abolishing the old District government and by the act passed at the last session of Congress, which explicitly committed the United States to the payment of the interest on the bonds. This decision was called out by a question submitted by the commissioners of the sinking fund.

Attorney General Dimmick having been interrogated as to the provision in the charter of the Pennsylvania Railroad Company, directing that dividends "shall be declared in the months of May and November," answers "that the words in the act are only directory, and that the company may make quarterly dividends without violation of its charter." It is probable that after the next May semi-annual dividend the managers of the company will conform to this opinion and thereafter make quarterly dividends, as most of the other large companies do.

Both branches of the North Carolina Legislature have passed a bill intended to prevent the change of gauge of railroads in that State, but it came too late to interfere with the change of gauge of the Richmond and Atlanta Air Line, between Greensboro' and Charlotte, which is already an accomplished fact. The Wilmington Star says the change of gauge between these points "cuts the railroad system of the State completely in two."

The annual meeting of the Allegheny Valley Railroad company will be held in Pittsburg, Pa., on the 13th of April, to hear the report of the Board, elect a Board of Managers, for the ensuing year, and act upon such other business as may be brought before them.



Messrs. Lemon & Wing are the contractors for the construction of the narrow-gauge railroad which is to be built between Vaca and Wintersville, Cal.

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Every Bond, when Redeemed, must receive  
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besides the Original cost  
of the Bond.

The Company will receive the Bonds at  
par in payment for Land and for  
transportation of passengers and freight  
over its line.

The Great Southern Railway Company is incorporated by the Legislatures of Georgia and Florida. It is designed to connect the Railway system of the United States with Cuba and the other West India Islands, Southern Mexico, and Central America, the Panama Railway and South America. It is a direct, immediate, and the only possible railway line, stretching four hundred miles South of any other railroad, between the temperate zone and the tropics of America, between 50,000,000 people in the United States and Canada, and 40,000,000 in the West India, Central and South America.

It will reduce the water transportation between the Railroad system of the United States and Cuba to a run of only Five Hours by Steamship, and to Southern Mexico, Central America and South America it will shorten the line Sixteen Hundred Miles over the route now generally traversed.

In a Political and Military point of view, the importance of this line to the United States can hardly be over-estimated.

In the transportation of U. S. Mails, Express and Fast Freights, Military Stores and Supplies, Sea Island Cotton, Tropical Fruits, Market Gardening, &c., it will do a larger business for the length of its line than any railway in the United States.

It will be a Commercial and Political bond of peace and amity between the people of North and South America.

HON. THOMAS W. OSBORN, President.  
JAMES W. JOHNSON, Treasurer.  
WM. F. WHEELER, Secretary.

Orders for Bonds, and for Circulars, Maps, etc., apply to

**EMIL HAAS & CO., FINANCIAL AGENTS,**  
71 Broadway, New York.

The New York and Harlem Railroad Company has declared a dividend of two per cent from earnings and profits of the city line on the preferred and common stock, payable on the 1st of April.

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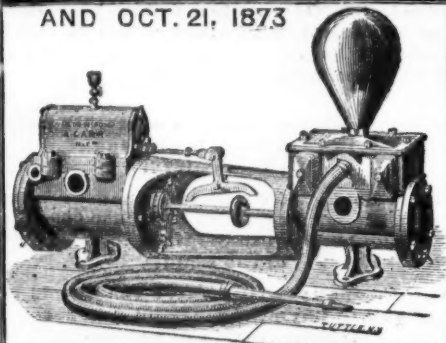
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## THE SELDEN DIRECT-ACTING STEAM-PUMP

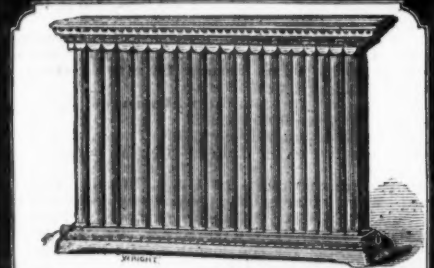
PAT. AUG. 2, 1870. DECEMBER 20, 1870

AND OCT. 21, 1873



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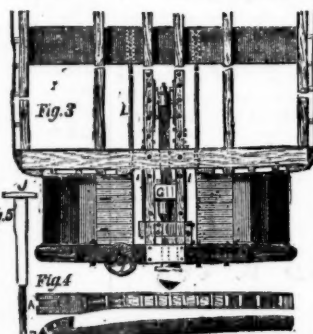
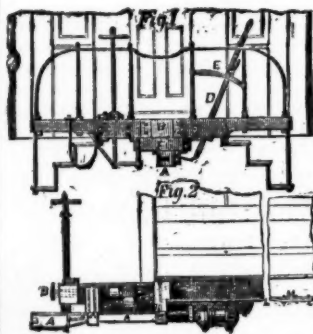
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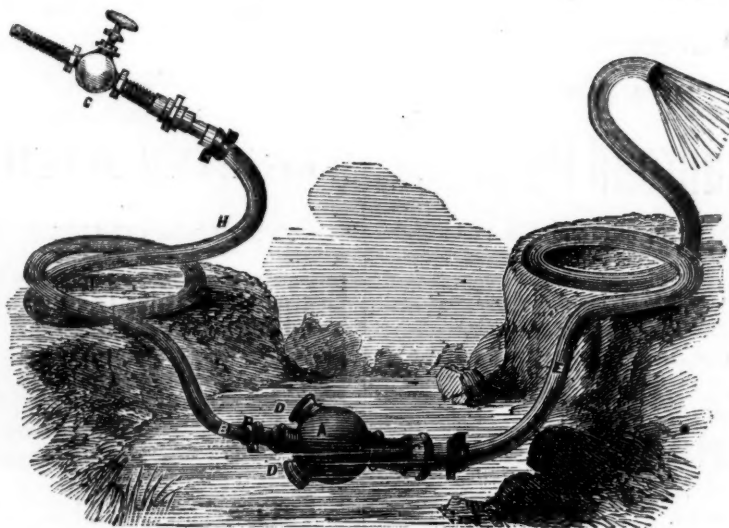


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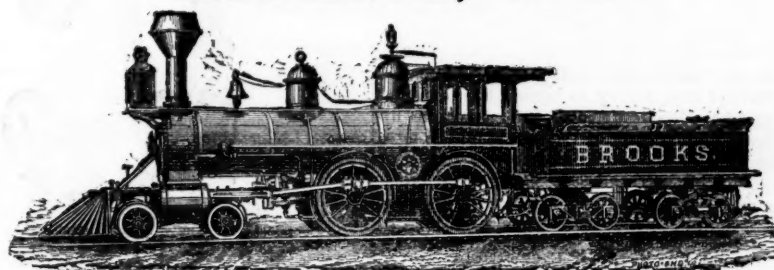
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**Railway and Mining Supplies and Machinery****No. 46 CORTLANDT STREET,****P. O. Box, 2843.****NEW YORK.****PHILIP S. MILLER.****LENOX SMITH.****AMERICAN AND FOREIGN****STEEL & IRON RAILS,****Locomotives, Cars & Machinery,****STREET RAILS,****Railway Fastenings, etc.****MILLER & SMITH,****43 Exchange Place, N. Y.****The Dickson Manufacturing Co. of Scranton,**

**Decision on the Quadruplex Telegraph Case.**

The quadruplex telegraph question excites much interest, especially among telegraphers. By the duplex system two messages are transmitted over one wire at the same time in opposite directions, and by the improvement of Edison, known as the quadruplex, four messages are sent over the same wire, its capacity being doubled. The history of the case before the Commissioner of Patents is briefly as follows:

In 1871 Thomas A. Edison, assigned to George Harrington an interest in certain inventions then made, or to be made, in the automatic or fast system of telegraphy. Subsequently, Edison invented certain improvements in duplex telegraphs, and in 1873 he conveyed to George B. Prescott an interest in the latter inventions, and this conveyance or assignment is of record in the Patent Office. By its term the patents for the inventions in duplex telegraphs would issue to Edison and Prescott in 1874, and before the patents to these inventions had issued, Edison filed an application, setting forth that his assignment to Prescott was made under a misapprehension of the force and effect of his previous assignment to Harrington, and praying that the patents might issue to Edison and Harrington. Prescott, on learning these facts, obtained an injunction from the Chancellor of the State of New Jersey, enjoining the Commissioner against such issue, and the case came up before the Commissioner of Patents a month ago, upon the application of Prescott for the issue of the patents to himself and Edison, in accordance with the assignment of 1873. Prescott appeared before the Commissioner by Roscoe Conkling, J. Hubley Ashton and G. P. Lowrey, Edison being represented by John H. B. Latrobe and M. D. Leggett, Ex Commissioner of Patents. The Commissioner of Patents holds that Edison's agreement with Harrington was made before the inventions in question were in existence and his assignment to Prescott after the inventions were completed, hence the legal title is in Edison and Prescott to whom the patents must issue. The Commissioner further holds that he is not called upon to decide the question of the equities in the case, but that the legal title to the patents must be decided so far as the Patent Office is concerned by the facts which are of record in that office.

The first through train over the completed uniform railroad gauge left Richmond on the 18th inst. The time for through freight trains by this route is stated to be eighty four hours from Baltimore to Atlanta, Georgia.

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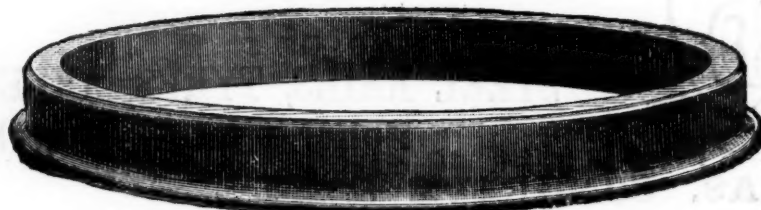
Manufactory at Kingston, N. Y.

(LATELY IN JERSEY CITY, N. J.)

MANUFACTURERS OF ROSENDALE HYDRAULIC CEMENT, having facilities for manufacturing 600 barrels daily, are now prepared to furnish, on the most reasonable terms, Rosendale Hydraulic (Diamond A) Cement of a fine and superior quality, all of which is by ourselves manufactured at the works, located on the West bank of the Hudson River, near Rondout, N. Y., from a superior selected quality Cement Stone, quarried exclusively from our (lately Hudson River Cement Co., Jersey City, N. J.) celebrated and extensive quarries, situated at Creek Locks, town of Rosendale, Ulster County, N. Y. Our Cement having been extensively used the last twenty years, and meeting the approval of the most eminent Builders, U. S. and other Engineers, we have authority for declaring our brand, (Diamond A) Cement, the American Standard Hydraulic Cement, all of which is put up in good shipping order, in new, tight, well-made (at the Manufactory) and papered barrels. The largest class vessels can come to our works without extra towing or delay. Cement deliverable at the Works or in New York City. Our barrels will be branded, "Hudson River Cement Works, Rosendale (Diamond A) Cement, Office, No. 95 Liberty Street, New York."

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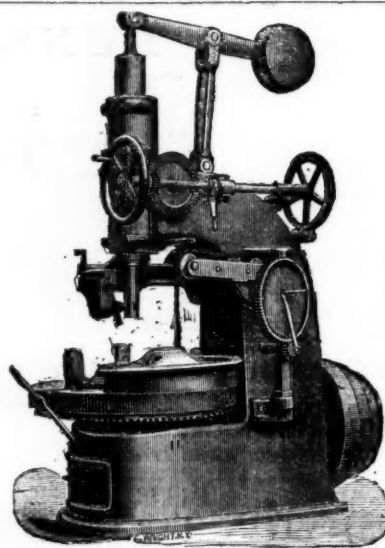
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This Company Manufacture Hydraulic Cement of a Superior quality at Rosendale Ulster County, New York. This brand of Cement has been extensively used for past years upon Fortifications and Government Works, giving universal satisfaction, meeting the approval of our best Architects, Engineers, Contractors and Builders. It is put up in substantial barrels, made by the Company, thoroughly seasoned and well papered, containing 300 lbs. of Cement.

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